

DIJON - LONGVIC

GP-100-SU-OPS  
25 APRIL 1944

## 100TH BOMB GROUP (H) MISSION NUMBER 155.

Field Order Number: 209  
Primary Target: Dijon/Longvic A/F.  
Secondary Target: Rommilly-sur-Seine A/D & Air Park.  
Last Resort: Any a/d in occupied territory not near a built up area.  
Duty Officer: Capt. Johnson  
Main Briefing: Capt. Terry  
Gunners: Lt. Bauman  
Briefing at: 0245  
E. T. R.: 1300  
Result: Completed, Primary.

25-4-44  
00081633

MICROFILMED 334-329

155

DESCRIPTIVE FLAK FORM

**TARGET**

**DATE OF ATTACK**

PILOT'S NAME NOBLE

SHIP NO.

DESCRIPTIVE FLAK FORM

ПАССЕТ

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WILSONS RIGGLE

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TIME	PLACE	ALTITUDE	HEADING	LAST FLOWERS GIVING LEVEL - 5000 BULB-CLOCK POSITION-UNUSUAL PHENOMENA
1117	4418 0250	19000	320	Off to left and 2000 ft down light
	Just Before Flight			Saw about 30 or 40 busts
1147	Little North of Bridge House	18000	10°	Nearly accurate, level busts of 3 and 4 ft all around, most dry



### DESCRIPTIVE FLAK FORM

TARGET Asi

DATE OF ATTACK

PILOT'S NAME HARRIS

SLIP NO.

DESCRIPTIVE FLAK FORM

TARGET DJIN

DATE OF ATTACK

PILOT'S NAME HUNTER

SHIF-NIC

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
PILOT-CLOCK POSITION-UNUSUAL PHENOMENA

3-2 49-8/1/44

John

DESCRIPTIVE FLAK FORM

TARGET Ryan Longovic  
PILOT'S NAME MAJOR

DATE OF ATTACK 25 Sep. '44  
SHIP NO. 2090

S-2 49-8/1/44

JP8

### DESCRIPTIVE FLAK FORM

## TARGET

DATE OF ATTACK

PILOT'S NAME BETHES

*files*

155

HEADQUARTERS  
 100TH BOMBARDMENT GROUP (H)  
 Office of the Intelligence Officer

D-L-7

APG 559  
 25 April 1944

SUBJECT: Sortie Information, Operational Mission #155

TO : S-1, 100th Bomb Group, APG 559

1. The following pilots and their crews flew Operational Mission #155  
 25 April 1944:

PILOT	TARGET BOMBED	COORDINATES TURNED BACK	E/A OBSERVED
Lt. R. D. Horne	No	50 33 N 00 28 E	No
Lt. J. B. Noble	No	London	No
Lt. H. E. Bethon	No	Target	"
Lt. J. A. Evans	Yes	"	"
Lt. J. S. Giles	"	"	"
Lt. W. L. Greiner	"	"	"
Lt. A. J. Harris	"	"	"
Lt. F. J. Herres	"	"	"
Lt. J. Hunter	"	"	"
Capt. R. Rosenthal			
Lt. F. Kincaid	"	"	"
Lt. S. T. Major	"	"	"
Lt. F. J. Malcoly	"	"	"
Lt. J. W. McNaire	"	"	"
Lt. E. W. McKay	"	"	"
Lt. J. P. Massel	"	"	"
Lt. G. W. Mylius	"	"	"
Lt. G. W. Rame	"	"	"
Lt. J. J. Roring	"	"	"
Lt. D. G. Rice	"	"	"
Lt. D. E. Riggle	"	"	"
Lt. J. M. Shelly	"	"	"
Lt. L. L. Williamson	"	"	"
Lt. G. W. Woldt	"	"	"
Lt. R. W. Wright	"	"	"

MARVIN S. BOSMAN  
 Capt., Air Corps  
 Intelligence Officer

PAGENT

DIJON-A/D

DESCRIPTION: FLAK FORM

JAN. 22, 1900.

August

HERREN

CHINESE

卷之三

S-2 49-81/44

John

Creil A/D 840  
Romilly A/D 1040  
Beaumont sur Oise 1046  
Creil A/D 1116  
Beauvais 1140  
Neufchate 1145  
St. Saen 1149 N  
Dieppe 1200 Dieppe

STATISTICAL FLAK FORM  
For Lead Ships Only

TARGET

Dijon

DATE OF ATTACK

25-4-'44

PILOT'S NAME

MASSOL

NAVIGATOR

Bowitz

A/C NO. 412

1. The 100th A Group flew (high-lead-low) of the 13th( ) C.M. in 3rd B.D. Formation.  
The 100th B Group flew (high-lead-low) " " " ( ) " " " "

2. Altitude over Target -

Lead A/C  
Highest "  
Lowest "A Group  
20900B Group  
-----

3. True Heading on Bomb Run

328°

4. Ground Speed on Bomb Run

162

5. Flew Straight and Level before Bombing 90 sec. sec.

6. Time Bombs Away

10.02

7. Turn from Target after Bombing

to right

8. True Course Away from Target

368°

9. Brief Description of Evasive Action in Target Area: None

10. Visibility at Target: 5/10 low cumulus - no clouds

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0838	5000 - 0115	150	256	
0859	4908 - 0245	110	230	
0935	4748 - 0528	182		
0953	4765 - 0525	318		TP
1002	Target			
10:06;30	4725 - 0506	002°		
1050	4843 - 0342	312	132	
1114	Paris	312	133	Low and light
1145	4932 - 0122	04°	96K	
1152	Neufchateau			
1202	5000 - 0115			Every road

S-2 50-8/2/44

INTERROGATING OFFICER

MBA

STATISTICAL FLAK FORM  
For Lead Ships OnlyTARGET Dolm A/D DATE OF ATTACK 4-25-44PILOT'S NAME MCKAY NAVIGATOR Young A/C NO. 9411. The 100th Group flew (high-lead-low) of the 13th( ) C.M. in 3rd B.D. Formation  
The 100th Group flew (high-lead-low) " " " ( ) " " " " "

2. Altitude over Target -

Lead	A/C	A Group	B Group
Highest "		<u>21,300</u>	
Lowest "			

3. True Heading on Bomb Run

331

4. Ground Speed on Bomb Run

1325. Flew Straight and Level before Bombing 4 Min sec. sec.6. Time Bombs Away 1002±7. Turn from Target after Bombing 45° to rt8. True Course Away from Target 52°9. Brief Description of Evasive Action in Target Area: None10. Visibility at Target: Scattered clouds 5/10 overcast

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0839	5000 - 0116	152	258	
0913	4941 - 0357	125	260	
0940	4732 - 0540	165	260	
0950	4733 - 0523	330	130	
1007	4726 - 0504	323	130	
1042	4940 - 0355	315	125	
1201	5002 - 0116	328	125	

STATISTICAL FLAK FORM  
For Lead Ships OnlyTARGET Dijon A/B DATE OF ATTACK 25-4-44PILOT'S NAME KINCAID NAVIGATOR McMurtry A/C NO. 0111. The 100th ~~A~~ Group flew (high-lead-low) of the 13th( ) C.W. in 3rd B.D. Formation  
The 100th B Group flew (high-lead-low) " " " ( ) " " " "

2. Altitude over Target -

Lead	A/C	A Group	B Group
Highest	"	<u>21000</u>	
Lowest	"		

3. True Heading on Bomb Run

326

4. Ground Speed on Bomb Run

1255. Flew Straight and Level before Bombing 90 sec. sec.

6. Time Bombs Away

10037. Turn from Target after Bombing 45° to port8. True Course Away from Target 1009. Brief Description of Evasive Action in Target Area: Slight Sway -

10. Visibility at Target: \_\_\_\_\_

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0838	5000-0116	100	239	
0909	4944-0400	117	260	
0935	4750-0540	120	220	
0943	4722-0554	164	225	
0950	4706-0529	180	156	
1023	4716-0505	326	125	
1006	4724-0507	330	157	
1046	4933-0424	318	115	
1202	5000-0116	353	128	

## DESCRIPTIVE FLAK FORM

TARGET \_\_\_\_\_

DATE OF ATTACK \_\_\_\_\_

PILOT'S NAME GILES

SHIP NO. \_\_\_\_\_

TIME PLACE ALTITUDE HEADING

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
PILOT-ON-CLOCK POSITION-UNUSUAL PHENOMEN A

0840 ✓	49°18' 02°40'	11000	120	4.30 OC 1000ft 200- WAS BLACK-ABOFT ME 17
1046 ✓	48°53' 03°40'	11020	305	300-3 BURSTS - THEN BARRIER DOWN - MEAN
1145 ✓	10 MI EAST DAKK	19000	320	9-3 OC - LEVEL TRACK ON 50-75 BURSTS - BLACK DOW
				FLAK AT PREDE ATTENDED TO
				BE mixed IN AND OUT AND OUT OF
				KNEA

3-2 49-8/1/44



5-2 49-8/1/16

**Reporting Officer**

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DESCRIPTIVE FLAK FORM

TARGET

### **Pilot 1**

DATE OF ATTACK

CHART NO.

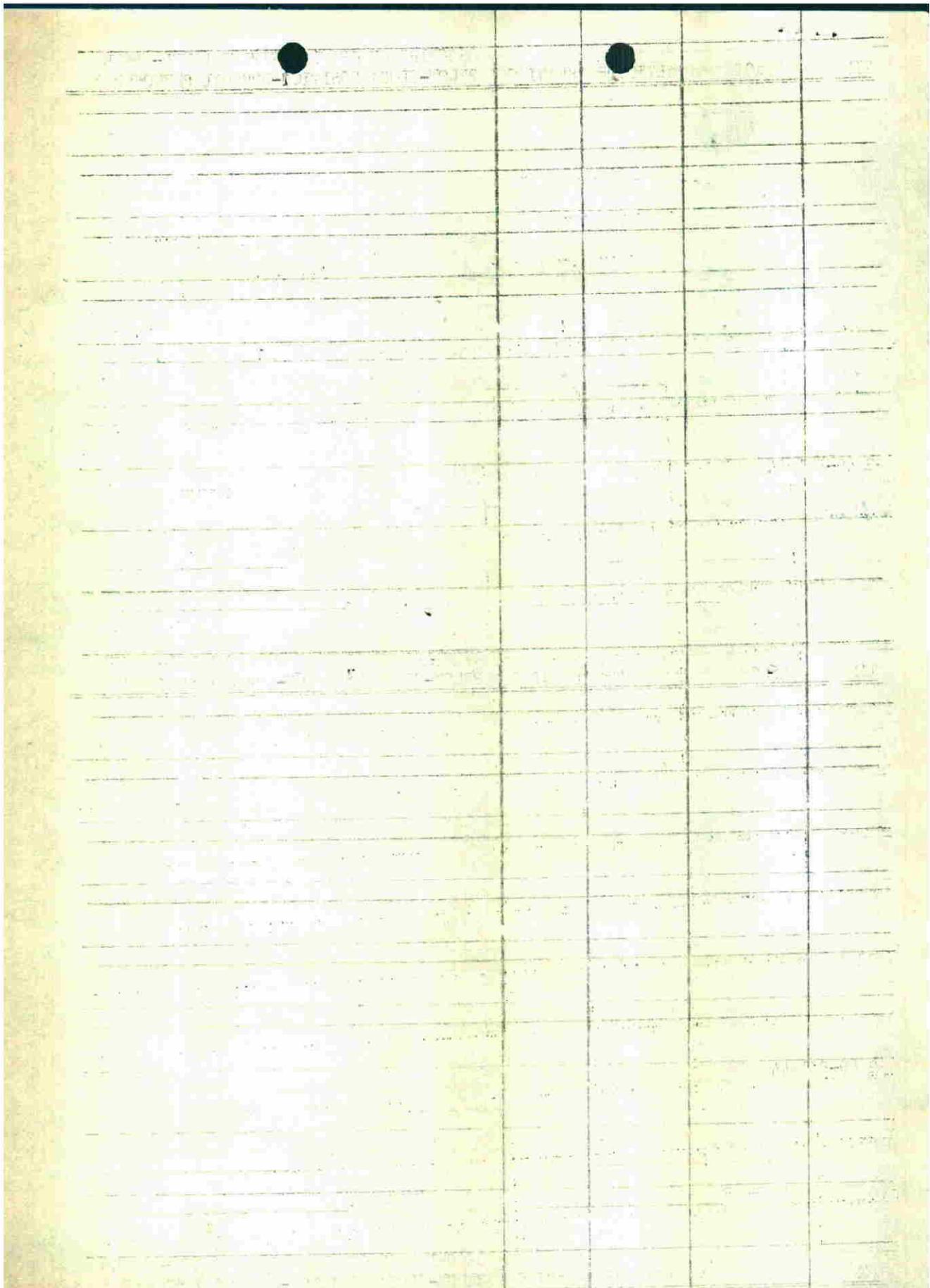
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624

-2 49-8/1/44

*MSA*

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DESCRIPTIVE FLAK FORM

**TARGET** Report to wave

DATE OF ATTACK 25 Oct. '44

PILOT'S NAME MAZODY

SHIP NO. 534

3-2 49-8/1/44

J. P. Shirley



#### DESCRIPTIVE FLAK FORM

## TARGET

DATE OF ATTACK

PILOT'S NAME HORNE

SHIP NO. 1000

3-2 49-8/1/44

Form 4E, 4 (11 Sept. 43)

CONFIDENTIAL

FLAK REPORT

155

TO: AA Officer, A-2 Section, HQ, 4th Bomb Wing, APO 634

FROM: 100th Bomb M  
(Group) Capt M. B. Ansch  
(Reporting Officer)TARGET: Dijon A/F DATE OF ATTACK: 25 April 441. The 100th Group flew as (high, ~~low~~) of the 13 C.M.  
in the 3rd ~~A.T.F.~~ Bomb DivisionAltitude of Lead A/C 21040Altitude of High A/C 21300Altitude of Low A/C 20900

REMARKS:

Sto

2. Actual route followed over enemy territory (giving names of towns if possible)  
~~05°28' E to 47°00' S to 49°08' N 02°48' E to 47°48' N~~  
~~48°28' E to 47°05' N 05°25' E to target to 47°25' N 05°06' E to~~  
~~48°43' N 03°42' E to near Maisseilles (edge of Paris) to 49°32' N~~  
 3. Visibility at target. (Condensation, trails, clouds, etc.) 01°22' E to 5 Mi  
5/10 low clouds - Target open. W. of Neufchatef to  
no contrails. 50°00' N 01°15' E,

4. No. of A/C over target 22.

5. A/C damaged by, and/or lost to flak: 1 slightly

A/C No.	Height	Classification	Brief Description (i.e. place lost, extent of damage, etc.)
957	18000	Slight	

was moderate and fairly accurate and it was here that #957 received its damage. Staff was dropped here and the group reports that the gunners were firing at the staff after the group had left the area for several minutes. The last flak was seen at Dieppe, where it was reported a fairly accurate fire was directed at another group in the wing which was close to the edge of Dieppe.

7. How long did formation fly straight and level before bombing?  
*90 seconds.*
8. Turn after bombing. (Course away from target).  
*To right to 368° then to 02°.*
9. Short description of evasive action in target area.

*None*

10. A description of flak en route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or comments.

The route in was generally overcast with 8 to 10/10 clouds and the wing leader apparently had trouble staying on course; the route out was 9/10 to 10/10 overcast and considerable wandering around was again reported, therefore ~~not~~ <sup>most</sup> the exact location of the flak is rather uncertain. On the route in the first flak was seen at 08:40 reportedly from the vicinity of Creil A/0 (15 Mi. N.E. of Paris) This was to right and low a few bursts using unseen fire. At ~~Rouilly~~ 10:40 a few bursts were seen and from 10:40 to 10:46 meager flak was reported but apparently all came from the same place presumably Rouilly sur Seine. No flak was encountered at the target, the 6 guns reportedly located there either having been moved or silent. Beyond the target the first flak was reported at 11:37 and from 11:42 until 12<sup>00</sup> ~~o'clock~~ reports of flak to left and right of route were frequent. At 11:37 presumably the flak came from ~~Beaumont~~ <sup>Beaumont</sup> sur Oise. At 11:45 from Paix airbase area and at 11:49 from Neuflhatel. The all fire was unseen and the first two places were meager and distant to right and left. Fire from Neuflhatel. however

*shiles*

Form 4274 (11 Sept. 43)

CONFIDENTIAL

FLAK REPORT

155

TO: AA Officer, A-2 Section, Hq. 4th Bomb Wing, APO 634

FROM: 100th Bomb Group (Group) Capt. W. B. 48 HCU (Reporting Officer)

TARGET: Dijon A/T DATE OF ATTACK: 25 April 1944

1. The 100th Group flew as (high, lead, low) of the 13th C.M.  
in the 3rd ~~2nd~~ Bomb Division.

Altitude of Lead A/C 21,000Altitude of High A/C 21,300Altitude of Low A/C 20,900

REMARKS: Serviceability was 100% when off  
target. We were attacked by flak from 1000 ft. to 10000 ft.  
Several flak bursts were heard. One was located at 4000 ft. and was  
at 1000 ft. above the target. Another was at 10000 ft. and was  
at 1000 ft. above the target. Both were very intense. Intensity decreased as  
we flew higher. We were not attacked by anti-aircraft gun fire.

2. Actual route followed over enemy territory (giving names of towns if  
possible) 5000-0116E to 4814-0100E to 4750-0540E to 4722-0554E to 4706-0529E  
to 4714-0505E to 4724-0505E to 4833-0403E to 4840-0347E to 4922-0213E to  
Neufchateau to 5000-0116E.

3. Visibility at target. (Condensation, trails, clouds, etc.)  
5/10 low clouds - target open. No con trails.

4. No. of A/C over target 22.

5. A/C damaged by, and/or lost to flak: 1 slightly.

A/C No.	Height	Classification	Brief Description (i.e. place lost, extent of damage, etc.)
<u>957</u>	<u>18,000</u>	<u>slight</u>	

S-2 36/16/9/43

7. How long did formation fly straight and level before bombing?  
**90 seconds**

8. Turn after bombing. (Course away from target)  
**To right to 360° then to 02°.**

9. Short description of evasive action in target area.  
**None.**

10. A description of flak en route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or comments. **The route in was generally overcast with 8 to 10/10 clouds and the Wing Leader apparently had trouble staying on course; The route out was 9/10 to 10/10 undercast and considerable wandering around was again reported, thereafter the exact location of most of the flak is rather uncertain. On the route in the first flak was seen at 0840 hours reportedly from the vicinity of Creil A/D (15 miles NE of Paris). This was to right and low, a few bursts, using unseen fire. At 1040 hours a few bursts were seen and from 1040 to 1046 hours meager flak was reported but apparently all came from the same place, presumably Romilly sur Seine. No flak was encountered at the target, the 6 guns reportedly located there either having been moved or silent. Beyond the target the first flak was reported at 1137 hours and from 1142 until 1200 hours reports of flak to left and right of route were frequent. At 1137 hours presumably the flak came from Beauvais, at 1145 hours from Poix A/D area and at 1149 hours from Neufchatel. All fire was unseen and the first two places were meager and distant to right and left. Fire from Neufchatel, however, was moderate and fairly accurate and it was here that #957 received its damage. Chaff was dropped here and the group reports that the gunners were firing at the chaff after the group had left the area for several minutes. The last flak was seen at Dieppe, where it was reported a fairly accurate fire was directed at another group in the Wing which was close to the edge of Dieppe.**

STATISTICAL FLAK FORM  
For Lead Ships Only

100TH GROUP 155

TARGET DITON AIDDATE OF ATTACK APR 25, 1944PILOT'S NAME J. F. G. KINCAID NAVIGATOR L. ABRONOWITZ A/C NO. 40111. The 100th ~~A~~ Group flew (high-lead-low) of the 13th(+) C.W. in 3rd B.D. Formation  
The 100th ~~B~~ Group flew (high-lead-low) " " " ( ) " " " "

2. Altitude over Target -

	<del>A</del> Group	B Group
Lead	<u>21040</u>	
Highest	<u>21500</u>	
Lowest	<u>20500</u>	

3. True Heading on Bomb Run 3264. Ground Speed on Bomb Run 1255. Flew Straight and Level before Bombing 90 sec. sec.6. Time Bombs Away 10037. Turn from Target after Bombing 32° TORIENT8. True Course Away from Target 3309. Brief Description of Evasive Action in Target Area: None10. Visibility at Target Use this route

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0858	5300 - 0160	100	250	ENEMY LINE - 6000 FEET
0909	4842 - 0460	117	260	
0935	4750 - 0592	121	220	12,000 FT
0943	4772 - 0504	175	120	
0950	4706 - 0529	120	220	IP
1003	4716 - 0505	326	125	TARGET BOMBED
1016	4724 - 0505	353	130	RD - 113 FLAK
1041	4722 - 0492	375	130	SECOND FLAK - LEVEL
1052	4703 - 0547	325	130	DR
1145	4718 - 0523	372	122	
1153	4718 - 0515	320	122	DR

S-2 50-8244

INTERROGATING OFFICER

1202 5000 - 0115 360 182 ON COURSE - 12,000 FEET

Walter

13 CBW leads 3 BD  
45 CBW echelon left  
390 BG leads 13 CBW  
95 low  
100 high

Rosenthal-Kingcannon 011

Major 2090

Haring 101

Evans 065

Bethan 7090

Rice 191

Wesel 412

McKey 943

Bake 983

Harris 991

REINER  
Major 066

Shelly 095

Wylie 015

Malooly 534

Hunter 767

Weldt 007

Williamson 621

Miles 413

X  
MC GUIRE  
057

Wright 987

Higgle 957

Herres 723

SPARES

McGuire 056

Noble 049

Hornie 895

Ground Spares

175  
867  
009

Returned  
Early

Out Early

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SAV-390-429-6 125-4-44X070-7-20000XDIJON,A/D

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#### DESCRIPTIVE FLAK FORM

## TARGET

DATE OF ATTACK \_\_\_\_\_

PILOT'S NAME NOBLE

SHIP NO.

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
BELOW-CLOCK POSITION-UNUSUAL PHENOMENON A

~~CONFIDENTIAL~~

HEADQUARTERS EIGHTH AIR FORCE  
AAF STATION 101  
APO 634

7-1  
CT.

EIGHTH AIR FORCE NARRATIVE OF OPERATIONS

317th Operation - 25 April 1944

1st Bombardment Division - Metz/Frescaty, Nancy/Essey A/F.  
2nd Bombardment Division - Mannheim M/Y, Landau M/Y and T.O.s.  
3rd Bombardment Division - Dijon/Longvic A/F.

Eighth Air Force dispatched four forces with fighter escort to attack G.A.F. operating bases at Nancy/Essey A/F, Metz/Frescaty A/F, Dijon/Longvic A/F and the marshalling yard at Mannheim.

The force which attacked Metz/Frescaty A/F was composed of 2 combat wings of B-17s, while the force which attacked Nancy/Essey A/F consisted of one combat wing of B-17s. These two forces were given fighter escort by five VIII Fighter Command groups, plus 2 squadrons of R.A.F. Spitfire IXs. Bombing results were very good at Metz/Frescaty and fair at Nancy/Essey. Both fighters and bombers reported weak e/a opposition, and flak was no deterrent. Two B-17s were lost to reasons unknown, as well as 3 RAF Spitfires. Returning fighters strafed ground installations, and claims are 3-0-7 for e/a on the ground.

The force of 3 B-24 combat wings detailed to attack the Mannheim M/Y encountered 8/10 to 10/10 cloud over the Continent, and most of the bomber formations returned to bases without bombing. However, 7 a/c succeeded in bombing the assigned primary, 16 others attacked Landau M/Y and 8 others attacked various targets of opportunity in Germany. Fighter escort to this force was provided by seven VIII Fighter Command groups and two IX Fighter Command groups, plus two squadrons of R.A.F. Mustangs. This force encountered practically the only e/a opposition on the entire day's operations. The bombers had encounters with approximately 20-25 s/e e/a in the Vitry and St. Dizier areas. The fighters also reported e/a opposition, but it was not serious. Returning fighter groups strafed various ground installations, and their total claims are 3-0-1 from aerial combats and 10-0-2 from ground attacks. Intense, accurate AA fire was experienced at Mannheim and Ludwigshafen. 5 B-24s were lost, as well as 2 P-51s of the IX Fighter Command.

The third task force of two B-17 combat wings attacked Dijon/Longvic A/F with good results. The bombers were escorted by four groups of VIII Fighter Command fighters. E/a opposition was practically nil for both fighters and bombers and flak was no menace. The bombers make no claims, and fighter claims are 0-0-1 for e/a on the ground.

In addition to the above operation, a force composed of one B-24 group carried out a bombing attack on a military installation in the Pas de Calais area. Escort was provided by one VIII Fighter Command group. The target was covered by 10/10 cloud, and bombing was done with the use of PFF a/c. Results could not be observed. No e/a incidents were reported, and there were no losses.

Enemy opposition for the day is limited to an estimated 45 s/e e/a which were principally engaged by both fighters and bombers of the force dispatched to attack the Mannheim M/Y.

~~CONFIDENTIAL~~

- 1 -

## C O N F I D E N T I A L

In addition to the heavy bomber attacks, one VIII Fighter Command group carried out a high precision level bombing attack on an A/F believed to be Amiens/Glissy. The group made the attack prior to rendezvousing with the bomber force dispatched to attack Metz/Frescaty and Nancy Essey. In addition to claims of c/a, the fighters destroyed one mobile radar installation, two locomotives, one gas truck and damaged other miscellaneous ground installations.

BOMBER OPERATIONS

Unit	(AB)	Number of A/C			Lost)	Tons			
		Disp.	Attacked	O.T.'s		Primary	I.E.	G.P.	I.E.
1st BOMB DIV.									
1st C.W.	59	59	58	0	1	62.0	68.5(Frag)	0	0
94th C.W.	62	56	0	1	1	0	0	3.0	0
41st C.W.	67	61	40	1	0	120.0	0	0	0
40th C.W.	63	53	40	0	0	53.5	44.2(I.B.)	0	0
	251	229	138	2	2	235.5	68.5(Frag)	0	0
							44.2(I.B.)	3	0
2ND BOMB DIV.									
96th C.W.	71	64	7	6	1	12.6	4.0	3.6	12.0
2nd C.W.	70	62	0	18	2	0	0	45.0	0
20th C.W.	77	73	0	0	2	0	0	0	0
	213	199	7	24	5	12.6	4.0	48.6	12.0
Crossbow									
14th C.W.	30	28	27	0	0	88.0	0	0	0
	240	227	34	24	5	100.6	4.0	48.6	12.0
3RD BOMB DIV.									
13th C.W.	69	65	61	0	0	183.0	0	0	0
45th C.W.	71	61	60	0	0	114.8	40.2	0	0
	140	126	121	0	0	297.8	40.2	0	0
OPLORATIONAL									
TOTALS	639	582	293	26	7	633.9	88.4	51.6	12.0
							68.5(Frag)		

BOMBING RESULTS:

Metz/Frescaty A/F - Very good results.

98 B-17s dropped 729 x 500 G.P. - 62 tons - and 1370 x 120 frags - 68.5 tons on the G.A.F. operational repair and storage depot at Metz/Frescaty A/F from 18,700 to 20,750 feet at 0952 to 1002 hours. This is the first time that this A/F has been attacked by the Eighth Air Force.

The first concentration covered storage buildings at the northeastern end of the field. The second concentration fell in the same general area but covered the field's largest hangar, a triple bay repair shop. The third concentration

C O N F I D E N T I A L

## C O N F I D E N T I A L

fell on the hangars in the west side of the field resulting in severe damage to five of the six hangars. The barracks and minor airfield buildings were also in the areas covered by the three concentrations. The fragmentation bombs were dropped in two waves which covered most of the landing area with one pattern extending into an adjacent field on which a large number of s/e c/a were dispersed. Partial cloud cover over the targets makes detailed assessment impossible but at least 15 a/c were damaged or destroyed out of the approximate 100 e/a parked on the landing ground and adjacent field.

Nancy/Essey A/F - Fair results.

42 B-17s dropped 238 x 500 G.P. - 59.5 tons - and 884 x 100 I.B. - 44.2 tons - from 19,000 to 20,500 feet at 0936 to 0937 hours on the German A/F training base at Nancy/Essey. Two concentrations fell in the northeast corner of the A/F, scoring hits on a large 4-bay hangar and adjacent small workshops. The principal barracks area was also hit. The other hangar areas escaped damage. Two a/c on the field were either destroyed or damaged. 640,000 type US G 36 leaflets were also dropped.

Mannheim M/Y

7 B-24s dropped 252 x 100 G.P. - 12.6 tons - and 80 x 100 I.B. - 4 tons - from 19,000 feet at 1011 hours on the Mannheim M/Y. This is the first time that the Eighth Air Force has attacked this important communications center.

Cloud cover makes it difficult to assess strike attack photos. Although the bomb pattern was scattered, it is believed that hits were scored on some of the rail lines on the western end of the M/Y. Some damage was also done to several buildings.

Landau M/Y

16 B-24s dropped 160 x 500 G.P. - 40 tons - from 19,000 - 20,000 feet at 1016 hours on the Landau M/Y. This is the first time that this objective, attacked as an opportunity target, has been bombed by the Eighth Air Force.

A compact pattern fell on one end of this small M/Y, and hits were scored on the rail lines, the goods station and possibly some rolling stock. Partial cloud cover prevents accurate assessment of strike photos.

Dijon/Longvic A/F - Good results.

121 B-17s dropped 1191 x 500 G.P. - 298 tons - and 803 x 100 I.B. - 40.1 tons - from 18,700 - 21,040 feet at 1002 to 1013 hours on this German Air Force operational station and repair base.

This target suffered severe damage as a result of the USAAF attack of 28 March 1944. Two heavy concentrations fell on the station buildings, barracks and administrative buildings at the southwest end of the A/F. Direct hits were scored on hangars and only 2 out of 8 were left undamaged. The G.P. concentration was followed by incendiaries which fell short, south of this area. A lighter concentration in the south dispersal area scored direct hits on the old civil airport building. Another lighter concentration fell at the northwest corner of the field, doing little damage but scoring possible hits on workshops and barracks. Out of at least 17 a/c parked on the field, 3 were either destroyed or damaged.

Military Installation - Pas de Calais Area

27 B-24s dropped 176 x 1000 G.P. - 88 tons - from 21,500 feet at 1432 hours

C O N F I D E N T I A L

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C O N F I D E N T I A L

on a military installation in the Pas de Calais area. Bombing was done through 10/10 cloud and results could not be observed.

ENCOUNTERS: The B-17 force which attacked Nancy/Essey and Metz/Frescaty A/Fs had no e/a opposition. The force of B-17s which attacked Dijon/Longvic A/F also reported no e/a opposition.

The force of B-24s assigned to bomb the Mannheim H/Y saw 15-20 Me 109s and 5-10 FW 190s in the vicinity of Vitry and St. Dizier. The low left and high right group were attacked out of the sun by 6-10 FW 190s which came in out of the sun at 1 o'clock after simulating escort tactics. One B-24 was lost to this attack. The high right group of the leading combat wing reported unaggressive attacks by 12 black FW 190s and Me 109s about 5 miles north of Bar-le-Duc. These e/a came in from ahead and high and were followed by escorting P-51s. Shortly thereafter, 4 Me 109s attacked from 5 o'clock, and these also were broken up by friendly fighter escort. No other attacks were reported, although a total of some 40-50 e/a were seen during the mission.

REASONS FOR FAILURE TO BOMB: 94 B-17s and 169 B-24s failed to bomb: 5 B-17s and 20 B-24s due to mechanical failures; 68 B-17s and 126 B-24s because of adverse weather; 8 B-24s because of enemy action; and 21 B-17s and 15 B-24s for other reasons.

CASUALTIES: Personnel - 12 crew members were wounded and 70 are missing. Equipment - 7 a/c were lost: 2 B-24s to AA, 1 B-24 to e/a and 2 B-17s and 2 B-24s to unknown reasons.

Estimated Battle Damage - 39 B-17s and 74 B-24s received minor damage and 10 B-17s and 3 B-24s received major damage.

ANTI-AIRCRAFT FIRE: Meager and inaccurate flak was experienced over Le Treport, Courtrai, Chalons, St. Dizier, Dieppe, Romilly, Paris, Metz, Grandvilliers, St. Justin, Amiens and Beauvais. AA fire in the Mannheim-Ludwigshaven area was reported as varying from nil to intense and accurate. Continuously pointed fire was encountered over Creil A/F, but it was moderate and inaccurate. Tracking fire, moderate and inaccurate, was experienced over Saens and Neuchatel.

WEATHER: From 5/10 to 10/10 cloud conditions were not over the Continent. There was 5/10 to 9/10 cloud over Metz/Frescaty A/F and 8/10 to 9/10 cloud over Nancy/Essey A/F, but breaks in the clouds enabled most of the formations to bomb. One combat wing of the force attacking Nancy/Essey was prevented from bombing by cloud. The 8/10 to 10/10 cloud conditions prevented the force assigned to attack Mannheim from carrying out the operation as planned, and the majority of the bombers turned back without bombing. Cloud over Dijon/Longvic varied from 3/10 to 5/10. The target in the Pas de Calais area was completely covered by 10/10 cloud and bombing was done through the overcast as planned.

OBSERVATIONS: Numerous huts about the size of Nissen huts were observed to be built along narrow roads throughout the Compiegne Forest. The Paris H/Ys were reported to have large amounts of rolling stock in them. An army camp was seen at 4644N-0400E and maneuvers were taking place. One censor group stated that approximately 5 miles of railroad cars were observed on the railroad going into Dieppe. Five docks, looking like repair slips, were full of ships in the three canals at Karlsruhe. Heavy railway traffic was noted in the H/Y at Dijon. An A/F with two runways was reported to be at approximately 4715N-0513E. The following observations were made of A/F activities: 2 He 111s and several camouflaged a/c on Dole/Tavaux; no a/c on Poix; 7 a/c on St. Dizier; 20 s/e a/c on Nancy; 25 a/c on Croix/Demetz; 25 s/e a/c at Lachen-Speyersdorf, south of Mannheim; and approximately 29 a/c were seen on the ground at Metz.

C O N F I D E N T I A L

~~CONFIDENTIAL~~FIGHTER OPERATIONS

13 fighter groups of VIII Fighter Command and 2 groups of IX Fighter Command, plus 4 squadrons of the R.A.F. gave full fighter escort to the three heavy bomber forces. The fighters escorting the two B-17 forces report practically no e/a opposition, but those supporting the B-24 force met e/a opposition southwest of Metz and in the Bar-le-Duc area. As a result of aerial combats, claims are 5-0-1. In addition to providing escort, one group of P-38s bombed an A/F believed to be Amiens/Glissy with 500 lb. G.P. bombs en route to rendezvous with the B-17 force assigned to attack Metz and Nancy/Essey. Furthermore, fighters strafed various A/Fs and ground installations, and claims are 29-7-42 from ground strafing attacks. In addition, two locomotives, one gas truck and mobile radar installation were destroyed and numerous other ground installations were damaged. 2 P-51s of the IX Fighter Command are missing.

Two squadrons of R.A.F. Spitfires ran into C FW-190s in the Laon area and claim 5 destroyed. 3 Spitfires are missing.

One group of VIII Fighter Command was assigned as general area support to the B-24 force which attacked the military installation in the Pas de Calais area. The escort was uneventful and no e/a were seen.

VIII Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Support</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>65th Fighter Wing</u>					
56A	P-47	Target, Withdrawal	24	0	3-0-7
56B	P-47	Withdrawal	23	0	0-0-0
356	P-47	Withdrawal	40	0	0-0-0
355	P-51	Penetration, Target & Withdrawal	37	0	0-0-1
4	P-51	Penetration, Target & Withdrawal	39	0	0-0-0
			<u>163</u>	<u>0</u>	<u>3-0-8</u>
<u>66th Fighter Wing</u>					
55	P-38	Precision Bombing & Withdrawal	48	0	0-0-0
361	P-47	Penetration	49	0	3-0-0
357	P-51	Penetration, Target & Withdrawal	47	0	0-0-0
78A	P-47	Penetration	47	0	2-0-2
78B	P-47	Penetration	24	0	0-0-0
353A	P-47	Penetration	31	0	0-0-0
353B	P-47	Penetration	16	0	0-0-0
			<u>262</u>	<u>0</u>	<u>5-0-2</u>
<u>67th Fighter Wing</u>					
20	P-38	Withdrawal	48	0	0-0-0
352	P-51	Penetration, Target & Withdrawal	35	0	6-0-0
359*	P-47	General Area	40	0	0-0-0
364	P-38	Penetration, Target & Withdrawal	42	0	0-0-0
359	P-47	Penetration	42	0	2-0-1
			<u>207</u>	<u>0</u>	<u>8-0-1</u>

~~CONFIDENTIAL~~

## C O N F I D E N T I A L

<u>Unit</u>	<u>Type of f/c</u>	<u>Type of Support</u>	<u>No. I/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
Total (VIII Fighter Command)			632	0	16-0-11
<u>E. Fighter Command</u>					
70th Fighter Wing					
354	P-51	Withdrawal & Support	47	2	18-7-32
363	P-51	Swoop	41	0	0-0-0
			88	2	18-7-32
Operational Total			720	2	34-7-43
Air - 5-0-1					
Ground - 29-7-42					
2 Squadrons R.F Mustangs Target			24	0	0-0-0
2 Squadrons R.F Spitfires Penetration Sweep			25	3	5-0-0

Total Escort: - 336 P-47s, 270 P-51s, 138 P-38s and 25 Spitfire IXs.

\* Second Sortie.

Escort to BombersEscort to B-24 Force Assigned to Attack Mannheim.

The 357th Group rendezvoused at 0825 hours at Harnoy and the B-24s were off course going south to Paris. Then proceeded due north before taking up briefed course east of Bar le Duc. 20 Me-109s attacked the lead combat wing of B-24s, and 10 of these c/c were chased to the deck where one e/a was destroyed. Left bombers at 0905 hours at Salmagne. The 78A Group rendezvoused at 0838 hours at Chateau Thierry. At 0905 hours SW of Metz, 20 plus Me-109s were sighted, following above and behind one of the bomb groups. The Me-109s hit the bombers before they could be identified and intercepted. Seven FW-190s seen in this area were engaged and 2 were destroyed. Left the bombers SE of Metz at 0934 hours. The 361st Group rendezvoused with the B-24s at 0850 hours. Approximately one minute before the rendezvous, 25 c/a made an head-on pass at the first box of bombers, followed a few seconds later by 20 more c/a before the fighter group could intercept. The group left the bombers at 1025 hours at Saverne. One of the combat wings was 50 miles ahead and rendezvous could not be made with them. One flight of the group strafed Nancy/Essey A/F after the B-17s had bombed. The 4th Group escorted from Sarrebourg at 0925 hours through the target area to Epernay at 1130 hours. No e/a were seen. The 352nd Group escorted from the vicinity of Neudencu at 0940 hour to Chateau Salins area at 1035 hours. No c/a were seen in the area. Two squadrons of R.F Mustangs escorted in the target area without incident. The 20th Group relieved the 352nd Group at 1033 hours and withdrew to Compiegne at 1148 hours. No c/a were seen. The 356th Group escorted from 1120 hours at Charleroi to 1130 hours at Compiegne, to the enemy coast at 1236 hours. No c/a were seen.

Escort to B-17 Force Assigned to Attack Metz/Frescaty, Nancy/Essey A/Fs.

The 353A Group escorted from 0830 hours at Aumale to 0900 hours after the 78B Group had rendezvoused. No c/a were seen. 78B Group escorted from 0835 hours near Clermont until 0929 hours in the vicinity of Lunerville. The bombers were not

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C O N F I D E N T I A L

in trouble and no e/a were seen. The 364th Group rendezvoused in the vicinity of Chevillon at 0904 hours and provided uneventful escort until 1030 hours in the vicinity of Chateau Thierry. The 56A Group rendezvoused at Luneville at 0931 hours and broke off escort in the Romilly area at 1045 hours. After the B-17s had bombed Metz/Frescaty A/F, one squadron of this group strafed the A/F with claims of 3-0-7. The 56B Group rendezvoused from 1020 hours at Bar le Duc to Le Treport at 1140 - 1205 hours. After making landfall out, one squadron of this group returned inland twice and escorted a second and third combat wing out over the coast. The 55th Group, with 37 P-38s each carrying one 500 G.P. bomb, attacked an A/F believed to be Amiens/Glissy on the way to rendezvous. These 37 P-38s after bombing were escorted by 10 other a/c of the same group back to base. The balance of the group, rendezvoused with two combat wings of B-17s near the vicinity of Chartres at 1145 hours, leaving the bombers at Le Havre at 1215 hours. No e/a were seen. Two RAF squadrons preceded the bombers on a penetration sweep. 6 e/a were seen in the Loon area and 5 were shot down. 3 Spitfires were lost.

#### Escort to B-17 Force Assigned to Attack Dijon/Longvic A/F.

The 353rd Group rendezvoused with rear units of the Metz and Nancy/Essey forces at Grandvilliers area at 0845 hours to E of Paris at 0906 hours. This group was on type 16 control and no e/a were seen. The 355th Group was vectored to the Rein area to investigate report of e/a, but none were seen. The group rendezvoused with the Metz and Nancy/Essey force at 0900 hours, escorted them briefly, and then met the Dijon/Longvic force at Chateau Thierry at 0920 hours. Escort was furnished to the target. One squadron strafed an A/F. 20 e/a were seen in the air. The 357th Group escorted from SE of Dijon at 0950 hours to Le Treport at 1150 hours. No e/a were seen. The 363rd Group arrived in the target area at 0940 hours and swept it. The group then rendezvoused at Heilbron at 1000 hours and left the bombers at Pirmeser at 1020 hours. Only 2 e/a were seen. The 354th Group swept the target area and afterwards strafed Boxberg and Assamstadt A/Fs with claims of 16-7-32.

#### Strafing and Bombing Attacks

##### 65th Fighter Wing

One P-47 of the 56A Group strafed the Metz/Frescaty A/F after it had been bombed by two B-17 combat wings. Claims of 3-0-7 resulted from this attack, and possibly 10-20 more may follow assessment of film. The 355th Group of P-51s strafed Dijon/Longvic A/F after the B-17s had left, making one pass from ESE to NW which resulted in a claim of 1 Me-109 in a hangar being damaged.

Pilots of the 65th Fighter Wing made the following observations: 1 B-24 was seen to head toward Switzerland at 1030 hours; 3 or 4 balloons were sighted over Boulogne at 18,000 feet; 1 B-17 was seen going down approximately 15 miles NE of Paris with 4 parachutes observed; from 40-50 e/a were observed on Metz/Frescaty A/F, some concealed in bushes and others to the west of the A/F in a nearby field.

##### 66th Fighter Wing

37 P-38s of the 55th Group, en route to rendezvousing with the bombers, were each loaded with one 500 G.P. demolition bomb. 34 a/c bombed an A/F believed to be Amiens/Glissy, dropping 34 x 500 G.P. at 1015 hours from 18,000 feet, and observed about 10-12 hits at the SW side of the field in the hangar area. The balance of the bombs fell short. 2 x 500 G.P. were jettisoned and 1 x 500 G.P. were returned to base. 10 P-38s escorted the 37 P-38s back to base, while the balance of the group continued on course to the planned rendezvous.

C O N F I D E N T I A L

## C O N F I D E N T I A L

P-47s of the 361st Group strafed Nancy/Essey A/F and claim 1 JU 52 and 1 FW 190 destroyed and damage to 3 hangars. Three Feisler-Storch a/c in a meadow near the town of Nancy were spotted and strafed, resulting in a claim of 1 destroyed. A radar screen was strafed and damaged near Buzancy at 1005 hours. One flight of P-47s of the 78 A Group strafed St. Dizier A/F and claim 2 e/a damaged on the ground.

The 66th Fighter Wing pilots made the following observations: 30 plus FW 190s were observed on Metz/Frescaty A/F; estimate that 25 a/c were still in serviceable condition on Nancy/Essey A/F after the bombing; 1 B-24 was seen spiralling down at 1857 hours near Bar le Duc; 4 Do-217s, 1 He-110 and 1 unidentified t/e e/a were seen on St. Dizier A/F; 1 B-17 was observed to be hit by flak over Beauvais, catching fire and crashing on the ground with no chutes being seen.

67th Fighter Wing

P-51 pilots of the 352nd Group strafed an A/F 10 miles S. of Metz which resulted in claims of 6-0-0. Nine pilots in P-47s of the 359th Group strafed Souippes A/F and claim 1 e/a destroyed, which was the only e/a seen on the field.

Pilots of the 67th Fighter Wing made the following observations: inaccurate, heavy flak was noted coming from the Compiegne Forest; 40 plus JU 87s were observed in a small, wooded, rectangular area near Metz/Frescaty A/F; 10 plus s/e and t/e e/a were seen on an A/F approximately 10 miles S. of Metz; 1 FW-190 was observed to shoot down a B-24 near Robert Espagne; over Paris, 1 B-24 was seen to be hit by flak at 0835 hours and no chutes were seen to open. An estimated 4 new flak batteries were reported to be at Chagny.

IX Fighter Command70th Fighter Wing

P-51s  
The 354th Group strafed Boxberg and Assamstadt A/Fs and claim 16-7-32 e/a on the ground. This group also destroyed two locomotives, one balloon and damaged one gas truck and one locomotive.

Pilots of this Wing observed 3 or 4 A/Fs under construction SW of Sedan very close to each other.

Casualties: Personnel - 2 pilots of the IX Fighter Command and 3 R.A.F. pilots are missing.

Equipment - 2 P-51s of IX Fighter Command and 3 Spitfire IXs of the R.A.F. were lost.

Estimated Battle Damage - 2 P-47s and 2 P-38s received minor damage; and 1 P-47 and 1 P-51 received major damage.

NOTE: The foregoing is based on preliminary information and should not be used for record purposes.

C O N F I D E N T I A L

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(SAV95-558 - 9) 25-4-448178-7-19000 (DIJON LONGVIC A/D)

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-2 49-8/1/44

TIME	PLACE	ALTITUDE	HEADING	PLATE-LOCK POSITION-UNUSUAL PHENOMENON A
DESCRIPTION OF MAK GIVING LEWEL-AFOW				
DATE OF ATTACK				
DESCRIPTIVE MAK FOR				
PILOT'S NAME <u>SHERRY</u>				
TAPES				
SHIFT NO.				

DESCRIPTIVE MAK FOR  
PILOT'S NAME SHERRY  
TAPES  
SHIFT NO.

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V95-558 - 1)25-4-44)8178-7-19000(DIJON LONGVIC A/D)

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PHOTO AND BOMB PLOTTING REPORT  
(for Interrogator's use)

PILOT MASSOL A/C NO. 38047

TARGET \_\_\_\_\_ DATE 31-3-44

BOMB LOAD \_\_\_\_\_

EXACT TIME BOMBS WERE RELEASED \_\_\_\_\_

A/C TRACK AT TIME BOMBS WERE RELEASED \_\_\_\_\_ TRUE AIR SPEED \_\_\_\_\_

ALTITUDE AT TIME BOMBS WERE RELEASED \_\_\_\_\_

POSITION PHOTOGRAPHED IF OTHER THAN TARGET \_\_\_\_\_

CHECK IT  X "POSITION IN FORMATION"

(Signature of Interrogator)

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S-2 25/9-8-43

I-1  
D\*

PLOTTING SHEET

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DESCRIPTIVE FLAK FORM

TARGET \_\_\_\_\_ DATE OF ATTACK \_\_\_\_\_  
PILOT'S NAME Mc Lewis SHIP NO. 957

MISSION NO. 155DATE: 25-P-44MISSION RECORD

1. Warning order, field order, annexes;

Target maps &amp; illustrations;

Briefing Information: a) main & gunners' briefing,  
 b) camera installations  
 c) duty officer check list,  
 d) lists of admission,  
 e) crew lists.

2. Formation chart;

Interrogation forms;

Combat forms and a) letter of transmittal,  
 b) 3rd B.D. evaluated encounters letter,  
 c) evaluated encounters letter, 3rd B.D. to S-1.

3. A/C returning early;

Hot News ( a/c in distress, and shipping);

Operational Statistics, (Telephone);

Operational Narrative;

Intelligence Narrative,

A/C Landing away;

PRO reports;

Miscellaneous reports: a) Equipment malfunctions,  
 b) crew comments,  
 c) battle damage,  
 d) sortie information  
 e) statistical flak forms  
 f) flak report;

Missing A/C and missing crew reports;

4. 3rd B.D. flash report, and narrative teletypes;

Strike photos, raid assessments, BGMO, etc;

Statistical work sheet;

Mission folder check list.

( Material is placed in the folder in this order; material mentioned last is on top.)

RESTRICTED

AUTH 8th Ftr Comm

Ltr of 14SEPT1945

Date SEP 19 1945 J.O.S.



2. Some photos in ground on surface  
Result of S.F. tour do d. 4706 N.W. 15.  
in place on ground of P.I.  
We left for P.I.  
11:17 took ~~the~~ by bus  
11:48 " (After long wait  
- 10:46 took bus  
10:46 took bus  
at same time in same place of P.I. that  
I have been to before.

### DESCRIPTIVE STATISTICS OF OUTL

(spelling and A/o do. - Gonditation - where down - chabes - my unsual occurrences of interest - your altitude)

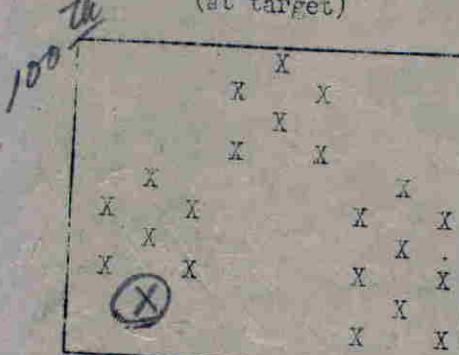
ATTI-ALRCRAFT FILTER: (separate Interrogation form)

Crew #37

GROUP 100 SQD 349A/C NO 056LTR 1

## INTERROGATION FORM

McGUIRE

Position in formation  
(at target)

Rank	Name	Rank	Name
<u>Lt J. W. McGuire</u>	P	<u>T/Sgt F. V. DeGeorge</u>	TT
<u>Lt H. L. Bradley</u>	CP	<u>S/Sgt J. P. Ribuffo</u>	BT
<u>Lt E. J. Knapp</u>	N	<u>S/Sgt D. E. Kuntz</u>	TM
<u>Lt J. M. Jones</u>	B	<u>S/Sgt A. R. Dill</u>	LW
<u>T/Sgt R. M. McCaughan</u>	RAD	<u>S/Sgt J. W. Sabotka</u>	TG

Rank	Name	Status
Casualties	<u>None</u>	

Indicate Killed (K), Wounded (W), Missing (M)

## TARGET BOMBED

Time 1007

No., Size &amp; Type

Results Observed

Place Dijon A/10On target 12x500

Yours:

RW - new bombs hit in SW corner

Alt 20,500

Jettisoned

Br't Back

Bomb - believe we hit briefed MPI

We were behind schedule because of late hand delivery

Other

Weather as it affected the mission:

Broken clouds over target - TG - whole west side of A/D  
3/10 cumulus broken.

blanketed with smoke,

## TURNED BACK EARLY

Time \_\_\_\_\_

Bomb Disposition

Reason

Place \_\_\_\_\_

T.Opp. \_\_\_\_\_

Time \_\_\_\_\_

Alt. \_\_\_\_\_

Jett. \_\_\_\_\_

Place \_\_\_\_\_

Br't back \_\_\_\_\_

Alt. \_\_\_\_\_

## ENEMY FIGHTER OPPOSITION:

None1st Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt. \_\_\_\_\_  
No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_2nd Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt. \_\_\_\_\_  
No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_

Give same information on any subsequent attacks:

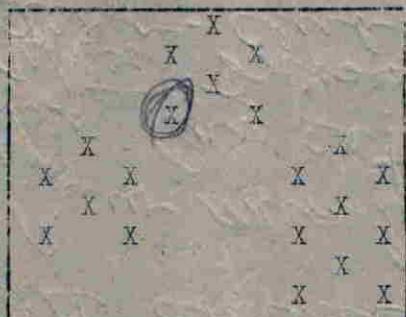
① Population - Population is the number of people in a country or area.  
② Pilot - Pilot made first flight when the  
pilot flew to overcome problem.

## DESIGNATIONS OF CHIEF

Draw #74

## INTERROGATION FORM

BETHEA

GROUP 100 SQD 418 A/C NO 090 LTR BOMB LOAD DATE 25/4/44Position in formation  
(at target)

Rank	Name	Rank	Name
<u>Lt. H. E. Bethea</u>	P	<u>S/Sgt. W. R. Hellen</u>	TT
<u>Lt. L. E. Coleman</u>	CP	<u>Sgt. G. E. Symington</u>	BT
<u>Lt. R. W. Barry</u>	N	<u>Sgt. C. C. Dobbins</u>	RM
<u>T/Sgt. J. T. Pyles</u>	B	<u>Sgt. E. A. Skapin</u>	EW
<u>S/Sgt. R. A. Vance</u>	RAD	<u>Sgt. D. W. Harris</u>	TG
Rank		Name	
Casualties -		Status	

Indicate Killed (K), Wounded (W), Missing (M)

## TARGET BOMBED

Time 1005 No. , Size & Type Results Observed  
On target No Yours: \_\_\_\_\_

Place \_\_\_\_\_ (4721-0508-)

Alt 20,900 Jettisoned \_\_\_\_\_ salvaged bombs -Br't Back 121509 L.P.'s

Weather as it affected the Mission: Toggle switch would not toggle, would ~~not~~ just saline - has failed once before - Bombs ~~not hit in~~ edge of city near target. Did not hit in ~~any~~ set up ads, however.

Time 1005 Bomb Disposition Reason  
Place 121509 T.Opp. \_\_\_\_\_  
Alt. 20,900 Jett. \_\_\_\_\_  
Br't back 121509 Place \_\_\_\_\_  
Alt. \_\_\_\_\_

## FUNKY FIGHTER OPPOSITION:

1st Attack - Place None, Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_

2nd Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_

No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_

Give some information on any subsequent attacks:

Johns of London 61 mrs  
25 February 666 445 m miles  
sec - 70100 - 145 P.M. 2000  
~~Johns of London 61 mrs~~ 13

DISCUSSIONS OF THE

(1990 Extra 1/6 nos. - Second edition -  
where down - chapters - any unusual  
occurrences of interest - Your editor

ANTI-AIRCRAFT FILTER: (Separate Interceptor/Local Form)

FORMATIVE POSITION  
LINE SQDN  
COMBAT MISSION OF  
26 April 1944

Rubber  
Rosenthal Kingman Oil T

Major 2090 R ✓ Rating 4M V

Dynes 065 U ✓

Bethen 7090 D ✓ Rice 191 W

LOW SQDN  
Mafking  
Mabell 412 R ✓

HIGH SQDN  
PooNbah  
Mc Kay 941 T

Raise 082 R ✓ Redner 066 H

Shelly 095 I ✓ Harris 991 D

Maelius 018 I ✓

Melobly 534 R

Huster 767 R ✓ Wolat 007 B

Williamson 621 A ✓ Gilson 413 V

Kidmeat  
Wright 507 A

Herrros

957 R. Niggle ✓ ~~NAME~~ 723 R

COMPOSITE GROUP

SPARES

Kidmeat  
Mc Guire 056 O ✓ 895 R  
PooNbah  
Noble 049 U ✓ Horn 249 L

Ground Spares  
175 O Rubber Lead G. Spare  
867 Z Mafking  
009 X PooNbah

(F) - B-17F  
(G) - B-17G  
R/F O Returned Early

Crew	Rad	Eng	B.T.	R.W.	L.W.	T.G.
8	✓	✓	✓	✓	✓	✓
12	✓	✓	✓	✓	✓	✓
14	✓	✓	✓	✓	✓	✓
15	✓	✓	✓	✓	✓	✓
16	✓	✓	✓	✓	✓	✓
18	✓	✓	✓	✓	✓	✓
21	✓	✓	✓	✓	✓	✓
25	✓	✓	✓	✓	✓	✓
28	✓	✓	✓	✓	✓	✓
29	✓	✓	✓	✓	✓	✓
33						
35	✓	✓	✓	✓	✓	✓
37	✓	✓	✓	✓	✓	✓
38	✓	✓	✓	✓	✓	✓
39	✓	✓	✓	✓	✓	✓
44	✓	✓	✓	✓	✓	✓
50	✓	✓	✓	✓	✓	✓
57	✓	✓	✓	✓	✓	✓
62	✓	✓	✓	✓	✓	✓
67	✓	✓	✓	✓	✓	✓
70	✓	✓	✓	✓	✓	✓
74	✓	✓	✓	✓	✓	✓
76	✓	✓	✓	✓	✓	✓
19	✓	✓	✓	✓	✓	✓
32	✓	✓	✓	✓	✓	✓

351st Bombardment Squadron (H) AAF  
Office of the Operations Officer  
APO # 569

April 25, 1944

ROSTER OF CREWS PARTICIPATING ON MISSION OF APRIL 25, 1944

Crew No. 70 Ship 412

Lt. J. F. Massol  
Lt. H. D. Granger  
Lt. G. E. Bonitz  
Lt. V. J. Perez (24)  
T/Sgt. A. J. Spangler  
T/Sgt. S. A. Cary (64)  
Sgt. W. C. Williams  
S/Sgt. O. H. McCartney  
S/Sgt. W. L. Renzau  
S/Sgt. N. H. Garmon

Crew No. 67 Ship 018

P Lt. C. W. Mylius  
CP Lt. W. G. McCoy  
N Lt. C. J. Galligan  
B Lt. N. T. High  
R T/Sgt. V. J. Wood  
E T/Sgt. J. R. Russell  
BT S/Sgt. C. E. Brown  
RW S/Sgt. C. E. McSpadden  
LW S/Sgt. E. J. Sullivan  
TG S/Sgt. H. D. Fern

Crew No. 19 Ship 066

Lt. W. L. Greiner  
Lt. C. A. Bowers  
Lt. G. A. Moyer  
S/Sgt. R. L. McKimmy (Xtra)  
T/Sgt. J. H. Wakefield  
T/Sgt. J. Poage  
S/Sgt. E. Buchanan  
S/Sgt. C. E. Wehner  
S/Sgt. T. P. Buntin (Xtra)  
S/Sgt. E. A. Farkas

Crew No. 62 Ship 007

P Lt. C. W. Woldt  
CP Lt. K. H. Knowlton  
N Lt. R. E. Rossman  
B S/Sgt. H. Rots  
R S/Sgt. D. A. Sachs  
E T/Sgt. J. C. Arnold  
BT S/Sgt. E. J. Foulds  
RW S/Sgt. A. G. Langhoff  
LW S/Sgt. R. M. Norman  
TG S/Sgt. J. J. Selvenis

Crew No. 21 Ship 985

Lt. G. W. Rake  
Lt. D. R. Drysdale  
Lt. F. L. Cate  
S/Sgt. R. W. Lennox (Xtra)  
T/Sgt. L. A. Miller  
T/Sgt. E. C. Rogers  
S/Sgt. L. Tekel  
S/Sgt. R. J. Bourquin  
S/Sgt. D. L. Pflaum  
S/Sgt. E. E. Evans

Crew No. 26 Ship 767

P Lt. J. Hunter  
CP Lt. G. W. Shoesmith  
N Lt. R. J. Reh  
B Lt. M. J. Lirette  
R Sgt. S. Lebouras  
E S/Sgt. A. L. Wellington  
BT Sgt. E. D. Medhurst  
RW Sgt. S. J. Martiello  
LW Sgt. R. H. Kuehl  
TG Sgt. H. S. South

For the Squadron Commander:

JACK R. SWARTOUT,  
Captain, Air Corps,  
Operations Officer.

FOUR HUNDRED AND EIGHTEENTH BOMBARDMENT SQUADRON (H) AAF  
Office of the Operations Officer

25 April 1944

ROSTER OF CREWS ON OPERATIONAL MISSION OF THIS DATE:CREW NO. 28 P #42-36191

Lt D. C. Wice	P
Lt B. Williams	CP
Lt W. Cherry	B
S/Sgt H. P. <del>Pikes</del> Lowe	NG
T/Sgt L. M. Thompson	R
T/Sgt P. H. Towe	E
S/Sgt R. E. Pryor	BTG
S/Sgt H. C. Vaughn	RWG
S/Sgt W. E. Stein	LWG
S/Sgt 2 R. W. Picom	TG

CREW NO. 34 P #42-97065

Lt J. A. Evans	P
Lt E. F. Talbest	CP
Lt H. S. Mears	N
Lt J. A. Graziano	B
T/Sgt P. Churitch	R
S/Sgt L. M. Bailey	E
S/Sgt W. A. Barrack	BTG
S/Sgt L. H. Lythagoe	RWG
S/Sgt C. Porter	LWG
S/Sgt E. J. Deluccie	TG

CREW NO. 29 P #42-51404

Lt J. J. Raring	P
Lt W. A. Ryan	CP
Lt B. <del>Sgt</del> Fox <del>1st Lt</del> Miller of B-N	
S/Sgt H. P. <del>Lowe</del> Capt. Green	BN-B
S/Sgt A. M. Caldwell	R
T/Sgt G. Jones	E
S/Sgt J. J. Parrilla	BTG
S/Sgt O. E. Compton	RWG
S/Sgt J. J. Rybak	LWG
S/Sgt D. M. Gaggile	TG

CREW NO. 74 P #42-97090

Lt H. E. Bethea	P
Lt L. E. Coleman	CP
Lt R. W. Barry	N
T/Sgt J. T. Pyles	NG
S/Sgt R. A. Vance	R
S/Sgt W. R. Hellen	E
Sgt G. E. Symington	BTG
Sgt C. C. Dobbins	RWG
Sgt E. A. Skapin	LWG
Sgt D. W. Harris	TG

CREW NO. 33 P #42-107011

Capt R. Rosenthal	C
Lt F. Kincaid	
Lt F. Kincaid	P
Lt E. L. Farmum	CP
Lt L. H. Abramowitz	N
Lt R. E. Nance	B
T/Sgt O. L. Edge	R
T/Sgt D. B. Deason	E
S/Sgt G. E. Snider	BTG
S/Sgt B. M. Tarnecki	RWG
S/Sgt C. E. Gargette	LWG
S/Sgt R. D. Chavez	TG

CREW NO. 76 P #42-32090

Lt S. T. Major	P
Lt T. Bline	CP
Lt S. N. Green	N
Lt W. A. Lichenstern	B
Sgt J. E. Marion	R
S/Sgt L. H. Deatrich	E
Sgt J. H. Gage	BTG
Sgt H. F. Carter	RWG
Sgt M. K. Eckley	LWG
Sgt W. G. Moore	TG

549TH BOMBARDMENT SQUADRON (I), ARMY AIR FORCES  
Office of the Operations Officer

25 April 1944

FOLLOWING CREWS ARE ALERTED FOR TODAY'S MISSION:

## Crew # 38 Ship # 987

P - 2nd Lt. Bright, R E  
 CP - 2nd Lt. Raper, J W  
 N - 2nd Lt. Curran, R  
 B - 2nd Lt. Herrmann, C A  
 R - T/Sgt. Montano, R J  
 E - Sgt. Wadson, A P  
 BT - S/Sgt. Palenquist, J H  
 PW - S/Sgt. McCleary, C W  
 LM - S/Sgt. Bridges, A T  
 TG - S/Sgt. Willbourn, J S

## Crew # 37 Ship # 956

P - 2nd Lt. Herres, F J

CP - 2nd Lt. EMMETT D W Mitchell, P L  
 N - 2nd Lt. Ringholter, A F  
 B - 2nd Lt. Conover, B B  
 R - S/Sgt. Millgrow, R W  
 E - S/Sgt. Morrow, J A  
 BT - S/Sgt. Barnes, D B  
 PW - S/Sgt. HOMESTEAD Williams, W P  
 LM - Sgt. Neuser, W J  
 TG - Sgt. Main, A R

## Crew # 37 Ship # 956

End Lt. Louire, J T - P  
 CP - 2nd Lt. Bradley, R L  
 N - 2nd Lt. Knapp, E J  
 B - 2nd Lt. Jones, J M  
 R - T/Sgt. McCaughin, R H  
 E - DeGeorge, F V - T/Sgt.  
 BT - S/Sgt. Ribuffo, J P  
 PW - S/Sgt. Rents, D E  
 LM - S/Sgt. Hill, A R  
 TG - S/Sgt. Sabotka, J S

## Crew # 8 Ship # 249

P - 2nd Lt. Horns, R D  
 CP - 2nd Lt. McGrath, J H  
 N - EMMETT F O King, B L  
 B - 2nd Lt. Evans, J P  
 R - T/Sgt. Willey, L O  
 E - T/Sgt. Fosdick, R L  
 BT - S/Sgt. Hunt, C G  
 PW - S/Sgt. Perinsky, J  
 LM - S/Sgt. Margo, J P  
 TG - S/Sgt. Staron, J G

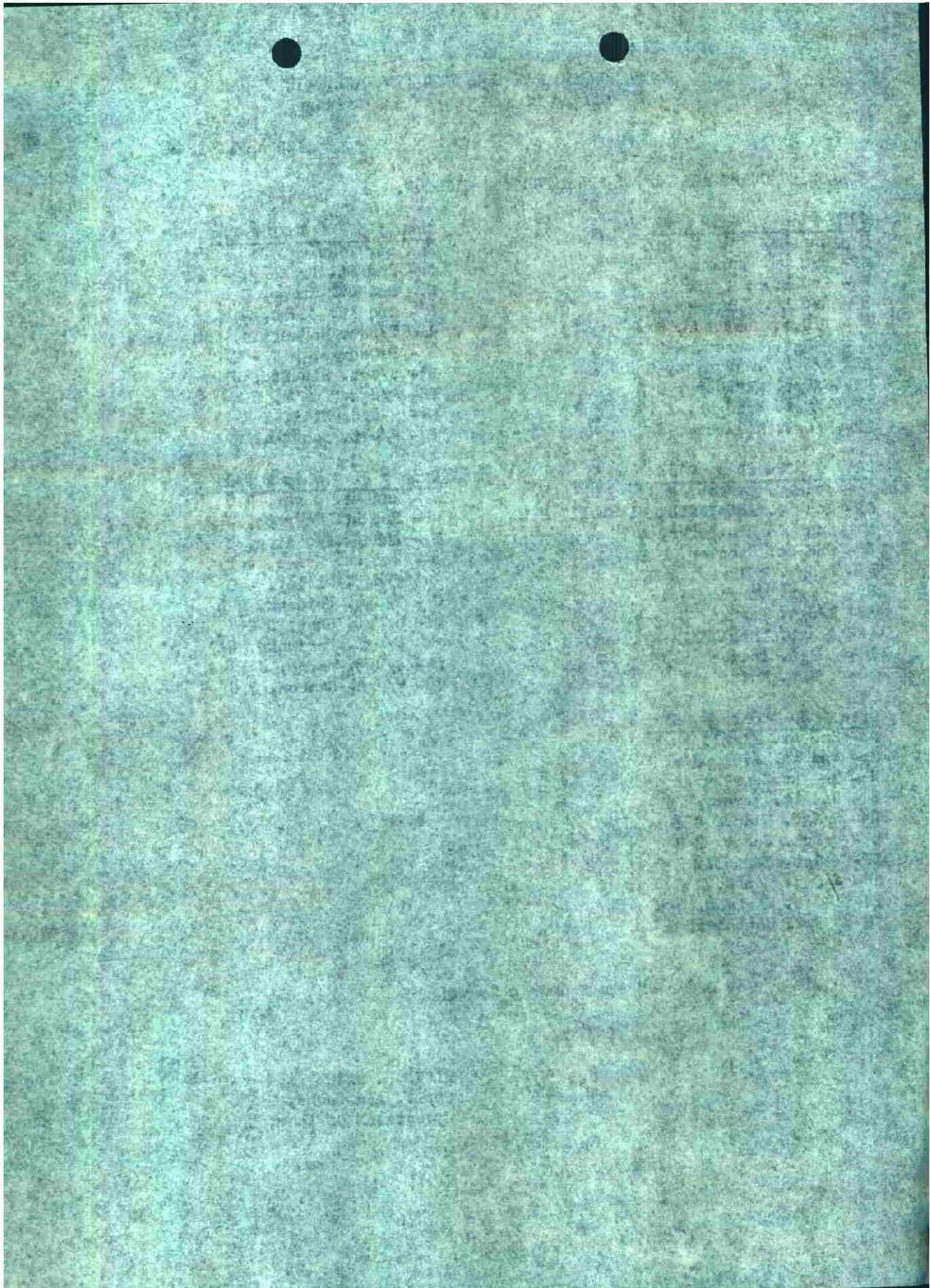
## Crew # 39 Ship # 957

P - 2nd Lt. Biggle, D E  
 CP - 2nd Lt. King, J W  
 N - 2nd Lt. Parkhurst, W H  
 B - 2nd Lt. Jorget, K W  
 R - S/Sgt. Glade, C P  
 E - S/Sgt. Scott, E B  
 BT - Sgt. Marcell, R P  
 PW - S/Sgt. Moore, R C  
 LM - Sgt. Marbach, R H  
 TG - Sgt. Matthews, G

By Order of the Squadron Commander

FLOYD H. MASCH,  
 Capt., Air Corps,  
 Operations Officer,

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550TH BOMBARDMENT SQUADRON (H), AAF  
 100TH BOMBARDMENT GROUP (H),  
 AAF Station # 133

25 April 1944

ROSTER OF COMBAT CREWS ON OPERATIONAL MISSION 25 APRIL 1944CREW 12 PLANE 37534

P - Lt F J Malboly  
 CP - Lt H H Builes  
 N - Lt G H Mauvais  
 B - Lt R W Guida  
 R - T/Sgt R C Barrie  
 E - T/Sgt A J Ferry  
 BT - S/Sgt N A Fardas  
 RW - S/Sgt W H Miller  
 LW - S/Sgt W Wm Kowalski  
 TG - S/Sgt L Genovese

CREW 14 PLANE 37095

Lt J M Shelly  
 Lt A Skaar  
 Lt E A Payette  
 T/Sgt H H Garie  
 T/Sgt G R Trunkett  
 T/Sgt E D Lowther  
 S/Sgt V M Harikian  
 S/Sgt G Winkler  
 S/Sgt J P O'Donnell  
 S/Sgt R W Bates

CREW 15 PLANE 31991

Lt A J Harris  
 Lt G A Brewer  
 Lt G W Bowison  
 Pvt E Q Lupia  
 T/Sgt E C Montgomery  
 T/Sgt E J Mancini  
 S/Sgt H H S/Sgt J S Morrow  
 S/Sgt H H Pvt R E Mace  
 Sgt J Smith  
 S/Sgt E R Wilbur

CREW 16 PLANE 3415

P - Lt J S Giles  
 CP - Lt S P Lambert  
 N - Lt G A Ramer  
 B - T/Sgt C H Thompson  
 R - T/Sgt A G Leuthold  
 E - T/Sgt E Bevan  
 BT - S/Sgt E O DePauw  
 RW - S/Sgt J E Conger  
 LW - S/Sgt A S Pela  
 TG - S/Sgt R B Rowley

CREW 18 PLANE 31049

Lt J B Hobie  
 Lt D R McEwen  
 P/O A Marquess  
 Lt D D Irons  
 T/Sgt R F Ellis  
 T/Sgt F Cruz  
 S/Sgt C J Eslight  
 S/Sgt A L Roberts  
 S/Sgt F E Swarts  
 S/Sgt W P McNally

CREW 50 PLANE 37621

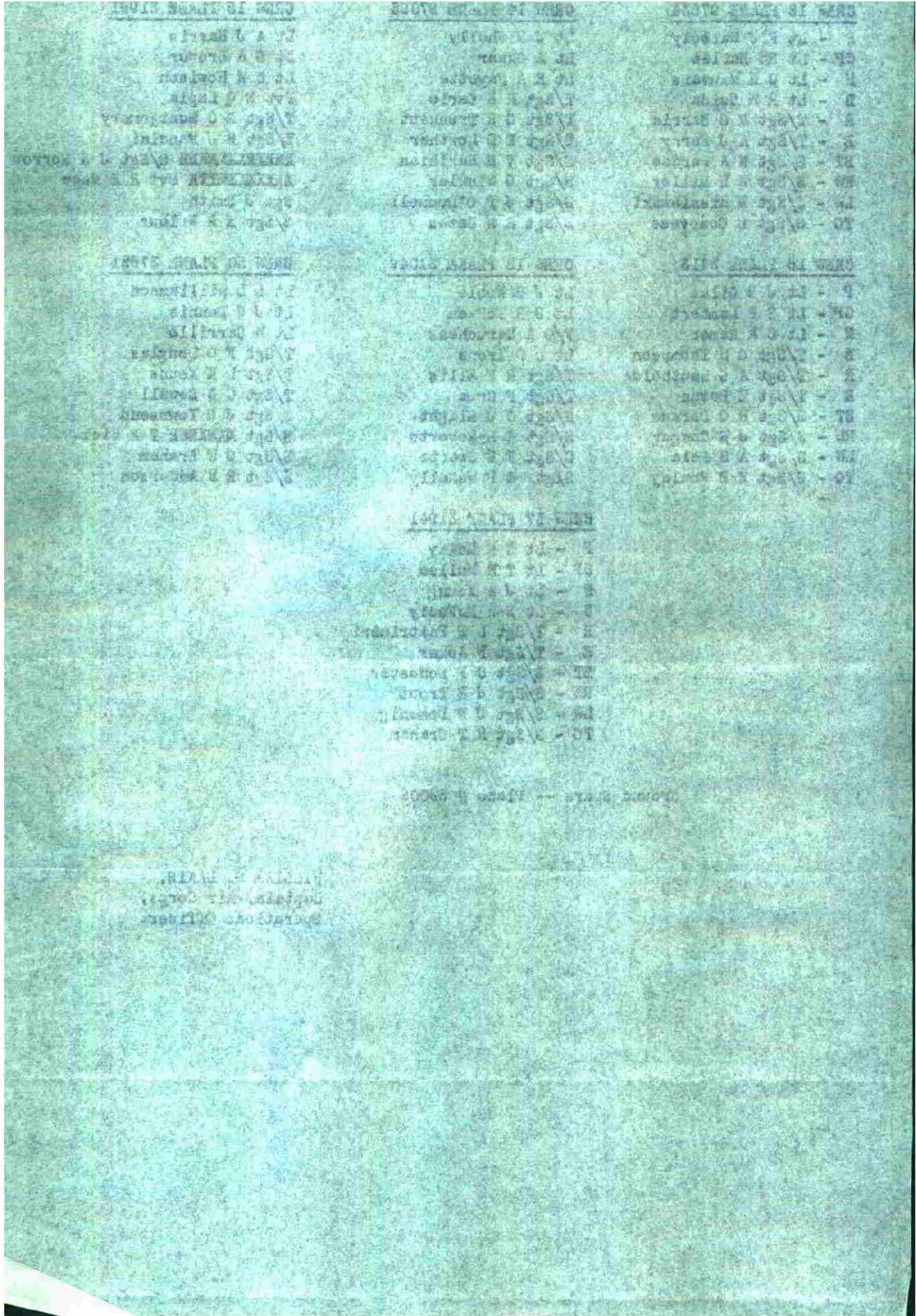
Lt L L Williamson  
 Lt J G Dennis  
 Lt R Carrillo  
 T/Sgt F O Douglas  
 T/Sgt L E Koums  
 T/Sgt C B Sewall  
 S/Sgt J O Townsend  
 S/Sgt H J Kown T E Hick  
 S/Sgt O W Graham  
 S/Sgt R B Anderson

CREW 57 PLANE 31941

P - Lt E H McRae  
 CP - Lt T H Mullian  
 N - Lt J A Young  
 B - Lt S W McFeesly  
 R - T/Sgt L P Paltrinieri  
 E - T/Sgt F Ackow  
 BT - S/Sgt G Y Schuster  
 RW - S/Sgt J E Trout  
 LW - S/Sgt J W Domenig  
 TG - S/Sgt R T Graham

Ground Spares -- Plane # 32009

WILLIAM G. LAKIN,  
 Captain, Air Corps,  
 Operations Officer.



AUTHORIZED ADMISSIONCHECK NAMES OF INDIVIDUALS  
PRESENT OTHER THAN CREW MEMBERS

ABBEY, LT.	SHAW, MAJOR
BARR, CAPT.	STOVER, CAPT.
BENNETT, LT. COL.	TURNER, LT. COL.
BLAKELY, MAJ.	WILLIAMS, M. M/Sgt.
CLOUTER, LT.	SPENCE, S/Sgt.
CROSBY, CAPT.	*****
DOUGLAS, CAPT.	S-2 DUTY OFFICER <u>Capt. Johnson</u>
ELTON, MAJOR	<u>Capt. Moffett</u>
EMERSON, MAJOR	<u>Capt. Terry</u>
FRYE, LT.	<u>Lt. Bauman</u>
FULLER, CAPT.	<u>S/Sgt. Cannon</u>
GREENBURG, LT.	<u>S/Sgt. Christensen</u>
HARDY, CAPT.	<u>S/Sgt. Wm. Smith</u>
IANNACONE, CAPT.	<u>Cpl. DeLeonardo</u>
KELLY, COL.	<u>Pvt. Nilsson</u>
KIDD, LT. COL.	DUTY NAVIGATOR
KINDER, CAPT.	DUTY BOMBARDIER
LASH, CAPT.	*****
LAURO, CAPT.	Add additional names when verbally authorized by S-2 Duty Officer:
MCCARTHY, CAPT.	_____
MILBURN, LT.	_____
ORENSTEIN, LT.	_____
PIKE, LT.	_____
REEDER, CAPT.	_____
ROSENTHAL, CAPT.	_____
S-2 52-174/44	DATE OF BRIEFING _____

AUTHORIZED ADMISSIONCHECK NAMES OF INDIVIDUALS  
PRESENT OTHER THAN CREW MEMBERS

ABBEY, LT.	SHAW, MAJOR
BARR, CAPT.	STOVER, CAPT.
BENNETT, LT. COL.	TURNER, LT. COL.
BLAKELY, MAJ.	WILLIAMS, M. M/Sgt.
CLOUTER, LT.	SPENCE, S/Sgt.
CROSBY, CAPT.	*****
DOUGLAS, CAPT.	S-2 DUTY OFFICER <u>Capt. Johnson</u>
ELTON, MAJOR	<u>Capt. Moffett</u>
EMERSON, MAJOR	<u>Capt. Terry</u>
FRYE, LT.	<u>Lt. Bauman</u>
FULLER, CAPT.	<u>S/Sgt. Gannon</u>
GREENBURG, LT.	<u>S/Sgt. Christensen</u>
HARDY, CAPT.	<u>S/Sgt. Wm. Smith</u>
IANNACONE, CAPT.	<u>Cpl. DeLeonardo</u>
KELLY, COL.	<u>Pvt. Nilsson</u>
KIDD, LT. COL.	DUTY NAVIGATOR
KINDER, CAPT.	DUTY BOMBARDIER
LASH, CAPT.	*****
LAURO, CAPT.	Add additional names when verbally authorized by S-2 Duty Officer:
MCCARTHY, CAPT.	_____
MILBURN, LT.	_____
ORENSTEIN, LT.	_____
PIKE, LT.	_____
REEDER, CAPT.	_____
ROSENTHAL, CAPT.	_____
S-2 52-174/44	DATE OF BRIEFING _____

25-4-44

Automatic Cameras are installed on the ships  
listed below.

2018

1412

1723

1987

1941

7065

7011

STATION PHOTO

CHECK SHEET  
Duty Officer24-25 Apr, 1944  
(Date)

(Check each of following as handled)

BRIEFING INFORMATION

1. From File Room	✓
2. From Map Room	✗
3. Course, pictures & maps (War Room)	✗
4. Pictures & maps (Main Briefing Room)	✗
5. Course - Briefing Rooms (Duty Navigator)	✓
6. Bulk maps & pictures to Map Room	✓
7. Epidiascope pictures prepared	✗

SPECIAL  
NOTES24 Apr38D Adv. Warning  
Recd ..... 2351 hrs25 Apr38D FO Recd 0018 hrs  
13 CW FO - 0214 hrsFOODnotFIRE

1. Gunners' Briefing Room (Tele. #53)	✗
2. Main Briefing Room (By 2400 hours)	✗

GUARDS

1. Authorized admission List	✗
2. Posting	✗
3. Dismissal	✗

P/W KITS

1. Loading	✗
2. Check out sheet & EM assignment	✗

POST BRIEFING

1. Personal property & issue records to S-2	✗
2. Main Briefing Rm. (Lights out, stoves closed)	✗
3. Briefing Material to Files in folder	✗

(Removed from both Briefing Rooms)

(Fill in time or name)

1. Pre-Briefing at 0215

9. Assignments:

Cpl. Pet. Nilsson

2. Briefing at 0245

a. Gunners' Epidiascope

3. Time over target 0950

S/S Christensen

4. ETR 1300

c. P/W Kits

5. No. Crews on Mission 21 + 3 spares

Cpl. De Leonards

6. File & Map clerks called at 0015

d. Map Room

S/S W.L. Smith

7. Other EM called at 0015

10. Personal phone calls stopped

8. Officers notified at:

NOTE: Official telephone calls are to be  
noted in the Journal. Time, Date &  
Duty Officer's initials go on each  
order or annex received from  
Operations.a. Main Briefing 0245b. Gunners' Briefing 0245

c. Major Shaw

## GUNNERS' BRIEFING

## 1. TARGET: (General Location, importance, size)

P.T. DIXON/LONGVIC A/F. situated 3 1/4 mi SE of DIXON and immediately S.E. of LONGVIC VILLAGE. L'OUCHE RIVER winds around N and N.E. sides of A/F. DIXON RUYONNE RR. is slightly N of the RIVER. ALSO CANAL DE BOURGOGNE RUN PARALLEL (NW-SE) M.P.I. IS HANGERS TRNG LONG RANGE BOMBERS and may be used for N.F.

S.T. SIZE Anticage 1700 yds. (N.W/S.W) 1100 yds (N.E/S.W)

ROMILLY AIR PARK & A/I. situated about 2 MI SE of ROMILLY SUR SEINE RESERVE OF A/c OF ALL TYPES FOR GAF. IN FRANCE AND OVER COUNTRIES M.P.I. HANGERS OWN N of field APPROX 600 X 1200 FT.

L.R.

Any A/I in occupied territory not near a build-up area  
Suggested Rheims & Creil

## 2. ROUTE IN (Timing data)

- a. Taxi 0515
- b. Take off 0530
- c. Rendezvous with other Groups 0735
- d. Reach Bombing altitude 0735
- e. Temperature at Bombing 4 to 6/10 cc  
altitude minus 130 F. = minus 2.5 cent
- f. Leave British coast 0816
- g. Arrive Enemy Coast 0830
- h. ETA at IP for PT 0940
- i. Axis of attack W/NW
- j. PT (s) 0949
- k. Rally point 0952

## ROUTE OUT (Timing Data)

- l. Leave Enemy coast 1152
- m. Time of descent 1152
- n. Place of descent Fecamp Coast
- o. Arrive English coast 1222
- p. ETR 1311

## 3. ENEMY DEFENSES

- a. KNOWN Flak areas along route in and out: (Number & Type of Guns)  
If Known (Mobile Flak units; on RR cars & barges)

1<sup>ST</sup> Target is defended by 6 heavy guns and due to upward approach will be quite accurate

no known flak areas between 0-100E into target  
(Le Sapot & Dappu) (Rive left the Regd) (Moufchot Regt & 41). (Bouivaine R+L  
CREIL - R+L (candy L+R)

2<sup>ND</sup> Defended by 2 heavy guns

- b. FLAK around P. T. # Heavy guns \_\_\_\_\_ : # light guns \_\_\_\_\_
- c. FLAK around S. T. # Heavy guns \_\_\_\_\_ : # light guns \_\_\_\_\_
- d. FLAK around L. R. # Heavy guns \_\_\_\_\_ : # light guns \_\_\_\_\_

c. E/A: Types... within \_\_\_\_\_ miles radius of the Target:  
Number - S/E \_\_\_\_\_; T/E \_\_\_\_\_; F/B \_\_\_\_\_; RTU \_\_\_\_\_.

- d. Other defenses:

a. Smoke Screen

b. Decoys 2<sup>ND</sup> Winding air camouflage

390 LEADS

b. Group leading our formation 95 Lead  
 c. Positions of Squadrons in our Group: Lead       ; High X;  
1st wing plus 3.000, Low       ;  
 d. Bombing alt. of our Group 20,000 for lead 10,000; other Groups \_\_\_\_\_  
 e. Bomb load 12 x 200 \_\_\_\_\_  
 f. Other efforts:  
 Targets and times of Diversions and other Friendly efforts:

1st DIV (4 wings) attacking METZ and NANCY FRANCE (0800 hrs)

2nd DIV (3 wings) attacking MAINZ, GERMANY (0800 hrs)

5. FIGHTER SUPPORT (Fire against firing against our own escort)

a. Type of A/C \_\_\_\_\_; Strength \_\_\_\_\_  
 b. Time and place of rendezvous \_\_\_\_\_  
 c. Extent of escort:  
P-47 (4947-0148) = 0935  
P-51 (4889-0339) = 0955  
P-51 (4722-0350) = 0930  
P-38 (4844-0400) = 1035

6. REPORTS/SCOPE

7. CLOSING REMARKS

a. All observations - TIME, PLACE AND ALTITUDE  
 b. Hot News - report time, place, and altitude of our A/C down  
 or going down at sea; or enemy territory and enemy Naval forces.  
 c. NOTIFY NAVIGATOR IMMEDIATELY IF M/A IS BELIEVED DAMAGED OR  
 DESTROYED SO THAT PROPER NOTE IS MADE IN NAVIGATOR'S LOG  
 d. If captured: Name, Rank, and Serial No.

MAIN BRIEFINGDATE 4-25-444717<sup>N</sup> - 0505E - 725 feetBRIEFING O. Terry

## 1. TARGETS: (IMPORTANCE, SIZE &amp; IDENTIFYING CHARACTERISTICS)

## A. PRIMARY TARGET:

DIJON/LONGVIC A/D - 3  $\frac{1}{4}$  miles SE of DIJON + immediately south of LONGVIC village - River LOUCHE winds around the N + NE sides of A/D. On NW side - Hwy - canal thru A/D.

One of most important A/D in France - used by Germans as training base for long range bomber crews and base for fighters - PRU plane base found as many as 40 A/C on their files since April 1, + these have been heavily hit by the 1st DIV. on 28 March, but is still operational.

Little over 2000 yards Sward

B. SECONDARY TARGET: ~~over~~ target on 746-

ROMILLY SUR SEINE A/D + AIR PARK - 4830N - 0345E - 275 feet Two mi SE of ROMILLY on S. side of main Hwy.

~~3000~~ 3000X 2000 yard in size

Repair + storage base for JV 88's - Fort hit 3<sup>rd</sup> Sept 43 -

## C. LAST RESORT:

Any A/D not near military area -

A/H EAMS + CRIEL - A/D

## 2. ROUTE: (FLAK AREAS ON ROUTE IN &amp; RETURN)

## A. FROM ENEMY COAST TO I.P.:

Pass through narrow corridor until you reach 0400E + brief course should be followed carefully - POIX - NEUFCHATEL Bapaix + Ciel + Conroy -

Primary defended by 6 heavy guns that have fired accurately - The

B. FROM I.P. TO TARGET: Secondary is defended by 21 heavy guns

## C. GUNS AT P.T.:

# HEAVY 6

## GUNS AT S.T.:

# HEAVY 21

## GUNS AT L.R.:

# HEAVY \_\_\_\_\_

## D. MOBILE FLAK UNITS on RR cars or BARGES (if any)

## 3. ENEMY FIGHTERS: WITHIN MILES OF THE TARGET.

A. NUMBER: S/E \_\_\_\_\_ T/E \_\_\_\_\_ F/B \_\_\_\_\_ RTU \_\_\_\_\_

B. TACTICS: (anything new or unusual)

5. EPIADIASCOPE

6. CLOSING REMARKS:

MAKE AS MANY OBSERVATIONS AS POSSIBLE...REPORTING SAME TO YOUR  
NAVIGATOR.

IF CAPTURED....NAME, RANK & SERIAL NUMBER.

OPTIONAL C-3

13 wing lead } some target  
45 wing Echoes left =

alt. Lead off - 20,000 feet ~~✓~~

about lead 12 x 200 ft P

(4 - 147-3-251 + 1 P-38 - 3rd Div.)

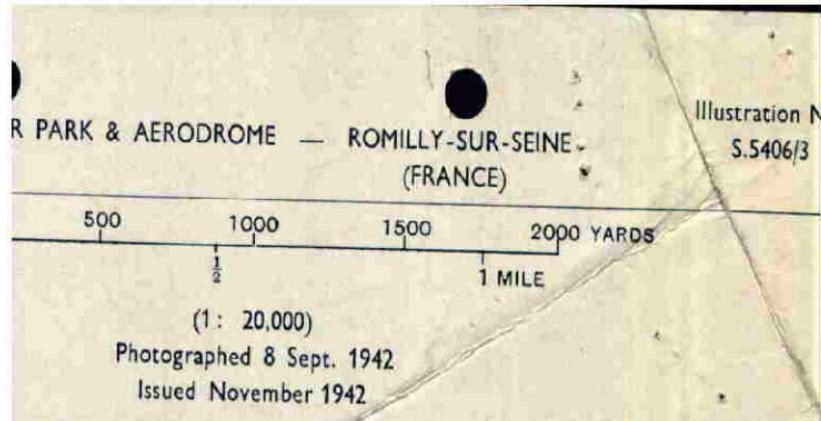
} 4 - 147-3-251 - 1st Div.

} 2 - 147-3-251 - 5th Div.

1 P-38 + 1 P-51 + 1 P-38

1st Div. 4 wings

2nd Div. - 3 wings



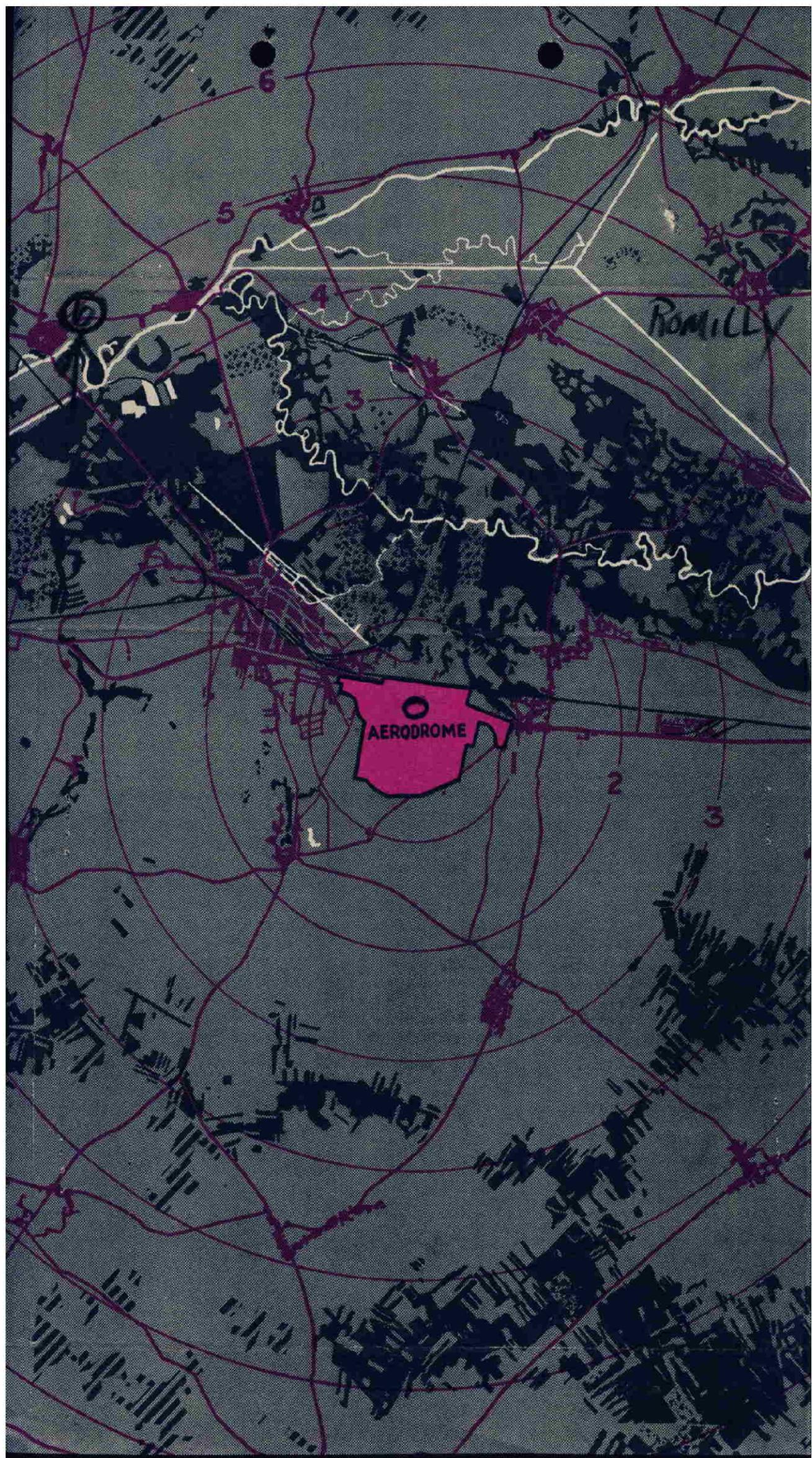
- V. FLAK POSITIONS
- W. DISPERSAL AREAS
- X. WORKSHOPS
- Y. BARRACKS & QUARTERS
- Z. HANGARS

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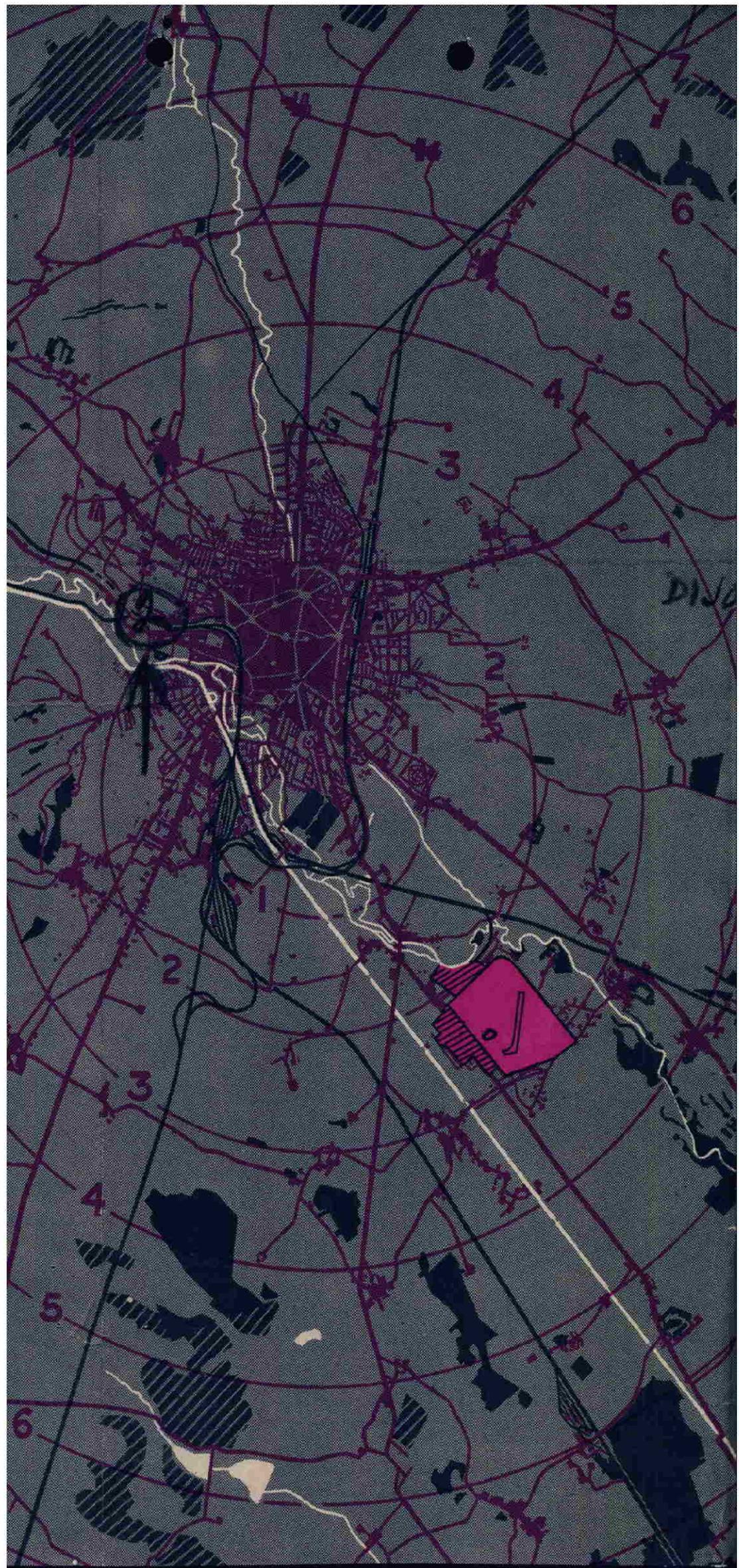
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John F. Mo  
25-Apr  
0233

STAND BY FOR OPS B/CAST

THE - HRM - TAS V OIHRM NR 2 OP

THE T- FRA  
OIBSE  
OISNT  
OISGB

FROM OIHRM 25/0215B

TO THE  
HRM  
TAS  
FRA  
OIBSE  
OISNT  
OISGB

SECRET 13 CBW P-57-E

ANNEX NO. 1 TO 13 CBW F.O. 209.

2. C. CORRECTED TIMINGS

BUNCHER 19 ZERO MINUS 22.  
BUNCHER 12 ZERO MINUS 16.  
SPLASHER 7 ZERO MINUS 9.

3. X. XX 6. TRAIN INTERVAL MINIMUM.

AS  
JRD AR  
T.O.D. 25/0220B  
STATIONS K WITH R WHEN REQUESTED

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ULI

USLIST SB-SC V OITHE NR 4 -OP-

FROM OITHE 25/0125B  
 TO USLIST SB-SC  
 OIPNT  
 OIKNI  
 OIBMP

0 214  
 0 25  
 C

SECRET 3 B.D. P-206-E

ANNEX 1 TO 3 B.D. FIELD ORDER NO 209.

CORRECTED TIMINGS

## ASSEMBLY LINE:

SPLASHER 7	(20,000)	ZERO MINUS	9
SPLASHER 9		ZERO PLUS	11
BEACHY HEAD		ZERO PLUS	16

## ROUTE:

BEACHY HEAD	(20,000, CP 1)	ZERO PLUS	16
5000-0116	(CP 2)	ZERO PLUS	30
4947-0148	(FR)	ZERO PLUS	36
4859-0330	(FR)	ZERO PLUS	55
4844-0400	(FR, CP 3)	ZERO PLUS	62
4750-0540		ZERO PLUS	83
4722-0554	(FR)	ZERO PLUS	91
4706-0529	(IP)	ZERO PLUS	101
TARGET		ZERO PLUS	110
4724-0507	(RP)	ZERO PLUS	113
4844-0400	(FR, CP 4)	ZERO PLUS	156
5000-0116	(START DESCENT)	ZERO PLUS	230
BEACHY HEAD		ZERO PLUS	260
BASES			

--LE MAY--

AS  
 TOD 25/0200B AGF AR  
 AS FOR K WITH R

WAS R..... 25/0200B BALL AR

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FROM OIHRM 24/0145B

TO THE  
 HRM  
 TAS  
 FRA  
 OIBSE  
 OISNT  
 OISGB

SECRET 13 CBW P-56-E

13 CBW F.O. 209

1.

2. A. THIS WG ATTACKS PURSUANT TO 3BD F.O. 209.

B. TARGETS:

TARGET A - PRIMARY - Z -690  
 TARGET B - SECONDARY - Z-456  
 TARGET C - - Z-349  
 TARGET D - - Z-354

C. ASSEMBLY:

BUNCHER 19 ZERO MINUS 23  
 390 GR FROM E AT 20,000 FT.  
 95 GR FROM SE AT 19,000 FT.  
 100 GR FROM NE AT 21,000 FT.  
 BUNCHER 12 ZERO MINUS 17.  
 SPLASHER 7 ZERO MINUS 10.

3. A. 390 GR LEADS 21 A/C.  
 95 GR LOW 21 A/C.  
 100 GR HIGH 21 A/C.

X. (1) FUEL LOAD 2500 GALS.  
 (2) BOMB LOAD 12 X 500 GPS 1/10 X 1/100.  
 (3) LEAD GR WILL PEELOFF SO AS TO CROSS I.P.  
 ON COURSE TO THE TARGET.  
 (4) HIGH GR LEADER IS DEPUTY WG LEADER.  
 (5) WEATHER A/C 100 GR.

4.

5. A. (1) PYROTECHNICS	(2) LEADERS	(3) R/T CALL SIGNS
390 - GG	LT. COL. JEFFREY	FIREBALL ABLE
95 - RG	MAJ. LINDLEY	FIREBALL RED
100 - RY	CAPT. ROSENTHAL	FIREBALL YELLOW

-----COCBTWIG 13-----

AS

JRD AR

T.O.D. 24/0150B

STATIONS K WITH R WHEN REQUESTED

TAS R.....25/0056B CARLSON AR

AMRJ101--;

USLIST SB-SC V OITHE NR 2 OP

FROM OITHE 25/0030B  
TO USLIST SB-SC

SECRET 3 B.D. P-204-E

INTELLIGENCE ANNEXT TO 3 BD FIELD ORDER NO 209

TODAY'S BOMBING RESULTS FOR ALL THREE DIVISIONS RANGE FROM FAIR TO GOOD FROM INCOMPLETE EARLY REPORTS WITH LOSSES RUNNING 27, 4 AND 8 FOR 1, 2 AND 3 DIVISIONS, RESPECTIVELY. 3RD DIVISIONS PRELIMINARY REPORTS INDICATE MANZELL MISSED, PROBABLY EXCELLENT ON THE GEAR WORKS FAIR TO GOOD ON LOWENTHAL AND FAIR ON THE SECONDARY.

Z-690

-----  
LATEST INFORMATION IN TARGET FOLDERS. PRU-130023/ APR. SHOWED 40 A/C OF VARIOUS TYPES DISPERSED OVER FIELD. LAST 30 DAYS HAVE SHOWN CONSIDERABLE ACTIVITY AT TARGET WHICH WAS ATTACKED WITH GOOD RESULTS 28 MAR., BUT LEFT IN CLASSIFICATION OF BERATIONAL.

NO TARGETS OF OPPORTUNITY ARE SUGGESTED ON THIS MISSION SINCE ALL PRIORITY A/F'S IN THIS SECTION OF FRANCE ARE LOCATED AT CONSIDERABLE DISTANCE FROM WITHDRAWL ROUTE.

FLAK

-----  
THE CORRIDOR FROM THE COAST TO 0400E IS QUITE NARROW FOR WINGS ABREAST SO BRIEFED COURSE SHOULD BE FOLLOWED AS EXACTLY AS POSSIBLE BY LEADING WINGS. THE TARGET IS DEFENDED BY SIX HEAVY GUNS AND DUE TO UPWIND APPROACH THEY WILL PROBABLY BE QUITE ACCURATE. THERE ARE NO KNOWN FLAK DEFENSES BETWEEN 0400E AND TARGET. THE SECONDARY TARGET IS DEFENDED BY 21 HEAVY GUNS.

LE MAY

CC INSERT AFTER A/F'S (WXX 2ND PAR Z-690) " OTHER THAN PRIMARY AND SECONDARY"

TOD 25/0230B GME AR  
AS FOR R

WAS R M.....25/0130B BALL AR

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(1) SPLASHER 7 (20,000)	ZERO MINUS 10
SPLASHER 9	ZERO PLUS 11
BEACHY HEAD	ZERO PLUS 16

(2) APPROACH TO SPL 7:  
13 WG FROM THE N  
45 WG FROM THE NE

## D. ROUTES:

BEACHY HEAD (20,000)	C.P. 1	ZERO PLUS 16
5000-0116	C.P. 2	ZERO PLUS 30
4844-0400	C.P. 3	ZERO PLUS 61
4750-0540		ZERO PLUS 82
4722-0554		ZERO PLUS 90
4706-0529	(I.P.)	ZERO PLUS 100
TARGET		ZERO PLUS 109
4724-0507	(R.P.)	ZERO PLUS 112
4844-0400	C.P. 4	ZERO PLUS 155
5000-0116	(START DESCENTO MIN ALT)	ZERO PLUS 232
BEACHY HEAD BASES		ZERO PLUS 262

## E. BOMBING ALTITUDES:

LEAD GPS: 20,000 FT

3. A. 13 WG WILL LEAD 3RD DIVISION FORCES.

B. 45 WG WILL ECHELON LEFT ON THE 13 WG.

X. (1) ZERO HOUR: 0800 D.B.S.T. 25 APRIL 44

## (2) BOMB LOAD:

LOW GP 45 WG: MAX LOAD M-47A1 I.B.'S.  
ALL OTHER GPS: 12 X 500 LB. G.P. FUSING 1/10, 1/100.

(3) WINGS WILL TAKE INTERVAL FOR BOMBING AT 4750-0540.

(4) REFERENCE BASE ALTITUDE: 18,000.

X(5) SECONDARY AND LAST RESORT TARGET WILL BE BOMBED IN WING FORMATION.

(6) THE 4TH COM WG RELEASED FOR TRAINING WILL FLY A L  
AVAILABLE A/C TWO TRAINING PERIODS 25 APRIL 44

OTHER COM WGS WILL FLY ALL AVAILABLE A/C NOT ON MISSION TWO PERIODS.

4. NORMAL COM WGS WILL FORWARD COPIES OF FIELD ORDERS.

## 5. COMMUNICATIONS

A. SPLASHER BEACONS: 4A, 6B, 10C, 5D, 7E, 8F, 9G, 11H, 16I

B. GEE INFORMATION: EASTERN WYOMING AND SOUTHERN UTAH

C. MF D/F SECTION "H"

## D. AUTHENTICATORS:

W/T:- BOMBER CODE GROUP FOR "W/T"

VHF:- "VALVE STEM"

VHF RECALL CODE PHRASE:-" LITTLE BO PEEP"

(NOTE:- THIS RECALL PHRASE WILL BE USED AS AN ORDER BY THE LEADERS OR THE GROUND STATION AND WILL NOT BE USED BY INDIVIDUAL AIRCRAFT)

E. VHF BOMBER FIGHTER CHANNEL "C":  
USAAF FIGHTERS: AMERICAN FIGHTER COMMON

F. VHF BOMBER FIGHTER CALLSIGNS

13 COMBAT WING: VINEGROVE THREE ONE

45 COMBAT WING: VINEGROVE THREE TWO

USAAF FIGHTERS: BALANCE THREE

USAAF GROUND SECTOR: COLGATE

## G. RCM

(1) CARPET: NORMAL

X (2) WINDOW: ALL AIRCRAFT OF THE 13 COMBAT WING AND THE LEADING GROUP OF THE 45 COMBAT WING WILL CARRY 480 UNITS OF CHAFF TO BE DISCHARGED IN THE TARGET AREA STARTING SIX MINUTES BEFORE THE IP AND CONTINUING FOR TWENTY MINUTES AT THE RATE OF ONE LOT OF FOUR UNITS EACH TEN SECONDS. WING LEADERS WILL GIVE THE STARTING SIGNAL OF "RAINY DAY" AND FOR STOPPING THE SIGNAL "DRY UP".

H. VHF GROUND CALLSIGN THIRD DIVISION "ARROWSWIFT"

LE MAY

AS

EC 1.B. ROUTES 1ST DIV SECOND COLUMN UNDER BEACHY HEAD SHOULD READ 5000-0116

CC 3. X. (6) WA FLY ALL

TOD 25/0112B AGF AR

AS FOR K WITH K FOR 2 SIGS

M

002101 3D-30 V OITHE NR 3 -OP-

FROM OITHE 25/02/43  
 TO USLIST SB-SC  
 OIPNT  
 OIKHI  
 OIBMP

SECRET 3 B.D. P-205-E

3D BOMB DIVISION FIELD ORDER NO. 209.

*Hughes*

## 1. A. FIGHTER SUPPORT:

(1) RENDEZVOUS	TYPE	CALSIGN	CP	TIMING
BEACHY HEAD				
5000-0116			1	ZERO PLUS 16
4947-0148	P-47	BALANCE 3-1	2	ZERO PLUS 30
4859-0330	P-51	BALANCE 3-2		ZERP PLUS 35
4844-0400			3	ZERO PLUS 55
XXX				ZERO PLUS 61
4722-0555	P-51	BALANCE 3-3		ZERO PLUS 90
4844-0400	P-38	BALANCE 3-4	4	ZERO PLUS 155

(2) 4 GPS P-47'S, 3 GPS P-51'S, 1 GP P-38'S WILL ESCORT 2ND DIVISION.

CALLSIGNS: USAAF (BALANCE ONE ONE - ONE SEVEN)  
 RAF 51'S (NORLAND 1)

(3) 4 GPS P-47'S, 1 GP P-38'S WILL ESCORT 1ST DIVISION.  
 CALLSIGNS: (BALANCE TWO ONE - TWO FIVE)

(4) 2 GPS P-47'S WILL SUPPORT PENETRATION, OPERATING ON TYPE 16 CONTROL.

## B. FRIENDLY ACTIVITIES:

1ST DIVISION (4 WGS) WILL DEPART BEACHY HEAD AT ZERO PLUS 8 TO ATTACK TARGETS Z660 AND Z736.

2ND DIVISION (3 WGS) WILL DEPART BEACHY HEAD AT ZERO HOUR TO ATTACK TARGET GH601.

## ROUTES:

1ST DIV	2ND DIV
BEACHY HEAD	BEACHY HEAD
5000-0116	5000-0116
4844-0400	4844-0400
4813-0627	4813-0627
4837-0641	4837-0641
4854-0644	2-736
Z-660	4844-0518
4844-0518	4844-0400
4844-0400	5000-0116
5000-0116	BEACHY HEAD
BEACHY HEAD	

## 2. A. TARGETS.

PRIMARY: Z-690	MPI'S: 045059/2	13 WG - LEAD
	041073/2	- HIGH
	042086/2	- LOW
	048097/2	45 WG - LEAD AND HIGH
	042078/2	- LOW

SECONDARY: Z-456 MPI: 034042/3

LAST RESORT: ANY AIRDROME IN OCCUPIED TERRITORY NOT NEAR A BUILT-UP AREA.

## B. FORCE REQUIRED:

13 COM WG: 3 GPS - 21 A/C GP  
 45 COM WG: 3 GPS - 21 A/C GP  
 4 COM WG: RELEASED FOR TRAINING

## C. DIVISION ASSEMBLY LINE:

USLIST SB-SC V OITHE NR 9 -OP-  
 FROM OITHE 24/2334B  
 TO USLIST SB-SC  
 SECRET 3 B.D. P-22XXXX P-202-E

23<sup>rd</sup>  
 24<sup>th</sup> abr  
 c f j d

ADVANCE WARNING TO 3RD BOMB DIVISION FIELD ORDER NO. 209

2.A. TARGET.

PRIMARY :	Z 690	MPI'S:	045059/2	13 WG	-	LEAD
			041073/2		-	HIGH
			042086/2		-	LOW
			045097/2	45 WG	-	LEAD AND HIGH
			042078/2		-	LOW

SECONDARY: Z 456

B. FORCE REQUIRED.

13 CW : 3 GPS. - 21 A/C PER GROUP  
 45 CW : 3 GPS. - 21 A/C PER GROUP

DIVISION ASSEMBLY LINE.

C.	(1) SPLASHER 7 (20,000)	ZERO MINUS 10
	SPLASHER 9	ZERO PLUS 11
	BEACHY HEAD	ZERO PLUS 16
	(2) APPROACH SPL 7:	
	13 WG FROM THE N	
	45 WG FROM THE NE	

D. ROUTE.

BEACHY HEAD (20,000)	ZERO PLUS 16
500PAPQQY	
4844-0400	
4750-0540	
4722-0554	
4706-0529 (I.P.)	
TARGET	
4724-0507 (RLMP.)	
4844-0400	
5000-0116	
BEACHY HEAD	
BASES	

3.X. (1) ZERO HOUR : 0800 DBST 25 APRIL 1944

(2) BOMB LOAD:

LOW GP. 45 WG : MAX. LOAD M-47A1 I.B.'S  
 ALL OTHER GPS: 12 X 500 LB. G. (XXXX G.P., 1/10 1/100.

AS  
 STOD 24/2344B CMT

AS FOR CHECK

CBT AR

T